

SWING ME ROUND AGAIN, WILLIE!

A similar sensation to that dizzy feeling experienced by swinging round is sometimes felt by eye sufferers.

The only remedy is correct glasses.

LAZARUS
17, QUEEN'S ROAD CENTRAL.
The only European Optician in the Colony.

The Hongkong Telegraph

FOUNDED 1861
No. 12,951

六拜禮

號十月五英港香

SATURDAY

MAY 10, 1924

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SINGAPORE COPY 10 CTS
\$30 PER ANNUM

Music

Speaking about Music. We should be glad to play our new record for you—The Song of the ESSEX SIX—Words and Music by HUDSON.

THE DRAGON MOTOR CAR Co., Ltd.
Registered Head Office and Service Station.
3 Wong Nei Chung Road, Happy Valley.
Telephone Central 3950.

NEW CANTON RIVER STEAMER.

Vessel to Replace the "Heungshan."

TAIKOO DOCK SECURES \$900,000 ORDER.

We understand that the Taikoo Dockyard and Engineering Co., Ltd., has been successful in securing an order from the Hongkong, Canton and Macao Steamboat Co., Ltd., for a big new river steamer to take the place of the s.s. Heungshan which recently struck a rock and was beached in Canton River. The cost of the new vessel, we learn, will be in the neighbourhood of \$900,000.

Whilst full details of the new vessel are not yet available, we understand that she will be about the same size and length as the s.s. Lungshan which was built for the same company at Kowloon Docks in October last. She will, however, be of a different type, especially so far as her engines are concerned, and will be a most up-to-date vessel in every respect. Her builders hope to be able to get from this new vessel a far higher speed than that of any other boat which the Company owns.

The order was secured by Taikoo in open tender with other docks.

It will be recalled that the s.s. Heungshan, which this new vessel is to replace, some months ago whilst on the trip from Hongkong to Canton, struck a rock near Junk Rock buoy in the Canton River and that she was making water so badly that it was necessary to beach her. Later, attempts were unsuccessfully made to refloat the ship, and she had to be abandoned and was sold by public auction.

PANDEMONIUM IN PARLIAMENT.

UPROAR ON SCOTTISH BILL.

LABOURITES RESENT SPEAKER'S RULING.

(Reuter's Service.)

London, May 9.

Pandemonium reigned for a time in the House of Commons this afternoon in consequence of the Speaker allowing the Bill providing for the establishment of a single-chamber Parliament of 148 members for Scotland to be talked out.

The second reading was moved by a Scottish Labourite, and in the course of the debate Mr. Adamson, on behalf of the Government, approved the general principle of the measure and hoped it would be read a second time by an overwhelming majority. He declared that the Government was prepared to appoint a Committee to examine the whole devolution question and report to the House.

The Labourites also supported the Bill.

The Speaker's action in declining to accept the closure motion in order to enable a division to be taken evoked an uproar by the Labourites, who angrily contested the fairness of the decision.

The Speaker was finally obliged to adjourn the House.

BIG OIL COMBINE.

PROPOSED DEAL WITH RUSSIA.

Paris, May 9.

Additional details of agreements between the Royal Dutch and Shell and Standard Oil companies for the acquisition of oil concessions in Russia show that the first agreement, relating to the division of the markets in the world, also included naphtha and the by-products of naphtha already purchased or which the Royal Dutch company had arranged to purchase in the course of the year from the Soviet Government, either directly by the Anglo-Dutch organisation or by the two organisations.

With regard to the second agreement, relating to the concession of oil enterprises in Russia, the Standard Oil acted on behalf of Nobel Brothers as Nobel Brothers controlled 35 to 40 per cent. of the production at Baku before the revolution. It is believed the division of concessions before exportation was made on that basis. It is reported that one condition of any future concession is that the concessionaires shall pay the Soviet 25 millions sterling, and also undertake to indemnify the former proprietors, or come to an arrangement with them.

The success of the arrangement is considered doubtful, as many Communist leaders in Moscow are opposed to it.

FRENCH AVIATOR'S WONDERFUL PROGRESS.

ARRIVAL OF DOISY AT BANGKOK.

Rangoon, May 9.

The French aviator Doisy has arrived here. Owing to engine trouble caused by the heat, he has not proceeded to Bangkok, from which he hopes to depart on Saturday.

Doisy has arrived at Bangkok.

A Difficult Flight.

Doisy reports that he covered the 840 miles from Calcutta to Rangoon in six-and-a-half hours. He landed owing to a bursting tyre and rapid evaporation of water in the radiator.

The flight was most difficult, as he had to cross mountains and encountered dense clouds.

[Doisy left Paris on April 25th, reaching Bukharest the same day. He is bound for Tokyo.]

BRITISH AND FRENCH PREMIERS.

TO MEET THIS MONTH.

Paris, May 9.

It is stated at the Quai d'Orsay that, failing any unforeseen hitch, an early meeting of Mr. Ramsey MacDonald and M. Poincare is certain and will probably be held towards the end of the month. It is emphasised that the most careful preparation is necessary in order that the meeting may attain the maximum usefulness.

M. Poincare has accepted an invitation by Mr. Ramsey MacDonald to pay an informal visit to observers on the 30th of May.

LOCAL RADIO.

GOVERNMENT NOTICE.

WARNING TO TRANSMITTERS.

The following notification appears in the Gazette.—As wireless telegraph and telephone apparatus is being advertised for sale in the Colony, attention is hereby drawn to the provisions of section 4 (1) of the Wireless Telegraphy Ordinance, 1913, which reads as follows:—

"No person shall establish any wireless telegraph station or install or work any apparatus for wireless telegraphy in any place in the Colony or on board any British ship registered in the Colony except under and in accordance with a licence granted in that behalf by the Governor."

For the present no objection will be taken to the setting up by private individuals of wireless telegraph receiving sets, provided that due precautions are taken to prevent the emission from the receiving apparatus of self-generated oscillations, and on the understanding that the permission granted may be withdrawn at any time without notice or payment of compensation.

The provisions of this Ordinance will, however, be strictly enforced so far as transmitting apparatus is concerned.

HONGKONG IMPORTS.

PIECE GOODS TRADE IMPROVING.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—The position, as a whole is unchanged, but in sympathy with slight decline in cotton, Manchester prices have eased off a little in conjunction with the improved exchange, this has enabled some transactions to be put through, mostly fancies and miscellaneous goods. Bulk buying is still a long way off; clearances continue to be satisfactory, and the market should be in a receptive state as prices can be brought more into line.

Cotton Yarn.—There is no change in the state of our market and the business done has been infinitesimal. Prices are slightly easier. Quotations are:—No. 10s. \$220/238. No. 12s. \$225/245. No. 16s. \$240/250. No. 20s. \$330/245. Arrivals 1,340. Shipments nil. Sales 500 bales. Unsold stock 5,740 bales. Bargains 3,130 bales.

Woolens.—There is a small enquiry for light worsteds for shipment November-December but generally speaking the market is very quiet.

Raw Cotton.—Nominal quotations are as follows:—Indian description at \$40/58. Chinese staple \$42/60.

Metals.—Market dull, very little doing.

Flour Market report.—Stock: about 1,700,000. Market: Quiet. Quotations:—

American Patent, \$3.50 per sack; American Straight, \$2.65 per sack; American Cut off, \$2.70 per sack; Australian No. 1 \$2.80 per sack; Canadian Cut-off, \$2.50 per sack; Canadian Clear, \$2.45 per sack.

Sugar.—Demand improving at advancing prices.

Saltpetre.—Very dull market since last report.

U.S. MERCHANT SHIPS.

Not Sufficient in Operation.

Washington, May 9.

In response to complaints by merchants and others, the Shipping Board has withdrawn its designation of that there is adequate American tonnage in operation which warrants preferential rail and ocean rates, thus automatically rescinding the Board's previous action.

A message from Moscow says political foul play is alleged in connection with the derailment of a new train dedicated to Lenin, whose portrait adorned the locomotive, in the neighbourhood of Odessa on its maiden run to Moscow.

TURF TOPICS.

FACTS ABOUT LOCAL TRAINERS.

[By "ARGUS JUNIOR"]

How many of the racing public, I wonder, ever give a thought to the man behind the scenes who is chiefly responsible for turning out winners? I refer, of course, to the trainer of our race-horses. Though not the oldest by any means, Ping Yau, whose picture appears below, is one of the most successful Hongkong trainers.

At the present time he has charge of Durlan, Duku, Langsat, Gladie, Rivergrass, Rothery and Strathfarrar, all winners locally. Arbor Day, Koh-i-Nor, Welfare, Pencil and a chestnut owned by Mr. Belth have still to earn brackets locally.

Ping Yau, at the age of ten, was earning his living as a caddy on the Shanghai Golf Course.

The lively of a talpan attracted him two years later and he served for four years as No. 2 carriage maofo. He then put in two years handling the ribbons, but the box-seat was soon forsaken for the saddle. At the age of 18, he obtained a job as riding boy at the Shanghai Horse Bazaar.



Five years later, we find him in Hankow as riding boy to Mr. Ross of the Hongkong and Shanghai Bank. After six months in Hankow, he returned to Shanghai and served five years riding for the famous Morris stables.

The following three years were spent in Foochow in charge of Mr. Sampson's stables.

After a further spell with the Morris stables, Ping Yau found time to spend six months at his home at Ningpo before returning to obtain a post as riding boy with Jardine's.

At the age of 34, he joined Mr. Johnston, under whom he served 18 months. For two years he was trainer to Mr. Bell-Irving, a similar period with Mr. Boyd and now has charge of the Dyer and Belth string and the "fruit ponies," owned by Lady Savern.

While it is true that Ping Yau has had some fair material to work with during the last two years, assiduous attention to detail has been largely responsible for his success.

Mr. Zollensky frankly acknowledged to me the other day: "What success I have had on Rothery and Strathfarrar has been largely due to the riding instructions given me by Ping Yau."

The compliment is probably fully deserved, and since both rider and trainer are at the beginning of their careers, the partnership should be long and profitable.

[The above is the first of a series of sketches of leading local trainers, which will appear weekly on Saturdays. Next week we hope to give Ah Took's career.]

SOVIET TRAIN SMASH.

Probability of Foul Play.

Riga, May 9.

A message from Moscow says political foul play is alleged in connection with the derailment of a new train dedicated to Lenin, whose portrait adorned the locomotive, in the neighbourhood of Odessa on its maiden run to Moscow.

KOWLOON ACCIDENT.

EUROPEAN LAD INJURED.

A most unfortunate accident, as a result of which the 13-year-old son of Mr. A. W. E. Davidson, well-known in Kowloon, now lies in the Government Civil Hospital, took place in Salisbury Road, Kowloon, this morning, just after 9.30.

It appears that the lad, Donald by name, was riding a bicycle out of Hankow Road into Salisbury Road (on the corner where the new Y. M. C. A. is being erected) when he got in the line of a motor bus which was going from the ferry to Shamshuipo. In order to avoid the boy, the driver of the bus turned suddenly out to the right, but was not quick enough to avoid a collision, the boy being knocked down, sustaining severe cuts to his face and head. The wheel of the motor bus passed over the cyclist, and so quickly did the bus swerve, that it overturned right in the middle of the road. Fortunately, none of the passengers in the bus were injured, although several of them received a severe shaking.

The injured boy was at once taken to the Government Civil Hospital, where his injuries, more or less serious, were attended to. The bus was frightened within a short time of the accident.

INDIAN GUARD SENTENCED.

FOR DISOBEYING CAPTAIN.

Saraj Din, a sergeant of Indian Guards, was charged at the Marine Court this morning with disobeying the orders of the master of the Lungshan whilst on duty.

Capt. S. Bell Smith said the trouble commenced on May 5th, when defendant, after being given an order by the Chief Officer, told him to open the grills himself. He sent for the sergeant and instructed him to station two guards on the saloon deck, one at the grill between the first and second classes and the other at the other end. On the morning of the 7th, the steward reported that although the guards had been stationed, they refused to allow any of the steward staff to pass through. Witness sent for defendant and demanded an explanation. The sergeant became very insolent and said that he took his orders from the O.S.P. and not from the captain. His demeanour and the way he spoke was very insolent.

The pursuer and the steward corroborated the evidence of the captain, and Inspector Shannon informed the Harbour Master that the guards were definitely instructed that they were to obey the orders of the captain. The man in question had been seven years an Indian guard and had only one case of drunkenness against him. His record was good.

Prisoner said he was instructed by Inspector Shannon that he was not to open the grills. He did not know who he was to obey. He added that the Chief Officer insulted him.

The Inspector told the Harbour Master that he did not think it was a case of misunderstanding of orders.

Defendant was sentenced to 14 days' hard labour.

NEWMARKET RACES.

The One Thousand Guineas.

London, May 9.

The result of the One Thousand Guineas was:—

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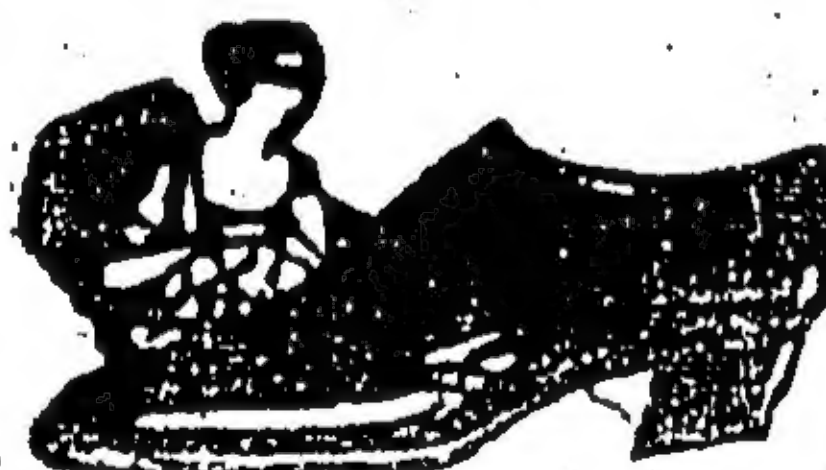
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"Hongkong Telegraph."

KOWLOON FOOTBALL CLUB.

LAST NIGHT'S ANNUAL DINNER.

There was an excellent attendance at the annual dinner of the Kowloon Football Club held at the Hongkong Hotel last evening and a very pleasant evening was spent.

In the absence of the chairman of the Club, Mr. E. Cook, the chair was taken by Capt. Wheeler, the vice-president, who was supported by Mr. J. McCubbin, the president of the Hongkong Football League and also by members of the K.F.C. Committee.

Both Mr. O. Skinner and Mr. J. H. Piercy made excellent contributions to the musical programme and were enthusiastically encouraged. The loyal toast having been honoured Mr. R. Hall proposed the guests of the evening. In so doing he said it was a pleasant duty that had fallen to him. They were, Hongkong, in a unique position, having guests of all nationalities with them. The night was unique in the history of the club because they had with them Mr. Mok of the South China Football Association. (Applause). Throughout the season there might have been friendly antagonisms between the clubs, but he was sure they were all put by this time and they had but the single thought of enjoying themselves to the full. In proposing the toast he would like to couple with it the name of Mr. McCubbin, the oldest playing member they had in the Colony. (Applause).

The chairman proposed the continued success of the club. He said he regretted the absence of Mr. Cook. In reviewing the season the speaker said as they were all aware they now had a very fine ground and since the last function such as the one that night they had acquired an excellent pavilion. Considering the infancy of the club he thought it was all very creditable (hear, hear). But in these connections they could not take all the praise themselves for they had been fortunate in Mr. Cook. He had given not only advice but real help. The membership of the club was now 305 (applause), which was very pleasing. Also the financial position was satisfactory and a creditable balance had been carried forward for next season. (Applause).

They were all conversant with the teams' activities. The first team started out badly, which was partly due to the loss of four or five of the previous season's players. The second team did much better in the League, though the best players were felled by the first team to make up their deficiencies (hear, hear).

He went on to pay tributes to many people connected with the club. Mr. G. A. Walker was the man they had to thank for their financial position. He showed a good deal of energy in bringing to the point members who were not too anxious to make monthly settlements. (Laughter). He also mentioned the names of Mr. Duncan and Mr. R. Hall and said so far as the secretary was concerned they probably knew more of him than the speaker did for he saw little of him (laughter and singing of He's a jolly good fellow).

Mr. McCubbin, replying to the toast of the guests extended thanks for the club's hospitality. Mr. Hall in proposing the toast of the guests had mentioned friendly antagonism and his own feelings were that it was absolutely necessary for good football (hear, hear). He himself had played the game long enough to know that the player who never lost his temper

ROWARTH-DAVIS CASE.

SHANGHAI WOMEN GAOLED.

(Our Own Correspondent.)

Shanghai, May 9.

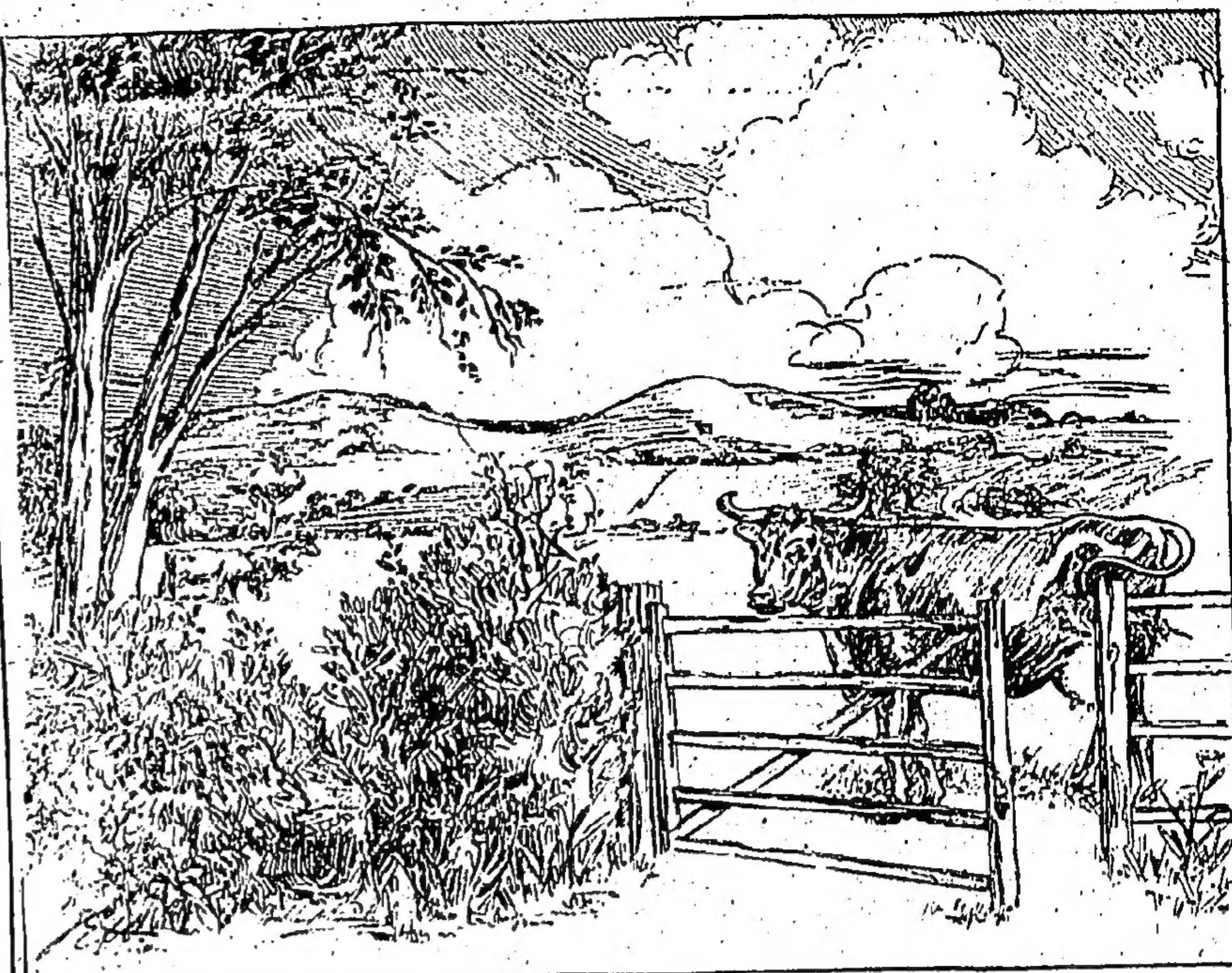
Mrs. Judith Rowarth and her daughter, Mrs. Margaret Warwick Davis have been convicted in the British Supreme Court on the charge of conspiracy to defeat the ends of justice in connection with the previous trial of Mrs. Rowarth on the charge of the attempted murder of an Indian money-lender, on which occasion she was acquitted. Mrs. Rowarth was sentenced to twelve months hard labour, Mrs. Davis to six months. Mrs. Davis fainted on the witness stand and when sentence was announced. The prosecution charged that they kept the Chinese man an important witness for the prosecution, hidden during trial of the previous case. The man was discovered by the police, following the acquittal of Mrs. Rowarth.

was not much good (laughter). Also the man who lost his temper and did not recover it before the end of the game was not much good either (laughter). He then went on to review the progress of the game in the Colony. When he arrived in 1905 the interest in football didn't amount to much. There was no league with the exception of a few games at the end of the season for a cup. Public interest was little, he had seen two matches in progress in Happy Valley and the members of the Hongkong Golf Club playing golf at the same time. In those days the Chinese were not very interested in the game and the number watching a game at Happy Valley could have been counted on both hands. To them then the man who could kick the ball the hardest, no matter in what direction, was the best player. That would give his hearers some idea of the interest the game held at the present time among the Chinese. Even the coppers could tell when a man was off-side now. (Laughter).

He himself had just taken up the Football Association presidency. This was formed in 1909 when the Buffs came to Hongkong. At that time he played for the Y.M.C.A. for he was a very good young man (laughter) and his boss suggested to him that football would be better off if a league could be formed. A meeting was held and the Association formed, the clubs then playing in the league being the military teams, the Hongkong Club team and the Y.M.C.A. team. That gave some idea of how the game had grown here. Then the total expenses of the league for a season amounted to \$100 whereas for the past season it ran into quite a few thousand dollars.

One reason for him telling them that was that to have good football they must have an association and one which the clubs could respect. It must be one before which the clubs could lay their differences and expect the cases to be dealt with on their merits irrespective of creed or colour (hear, hear).

He went on to pay tributes to Capt. Wheeler, Mr. R. Hall and Mr. May. But for Mr. May he said they would have very poor football and very little of it. (Applause).



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2nd. Class	80 cts.

JAPANESE ELECTIONS.

BUSINESS MEN'S PARTY ACTIVE IN OSAKA.

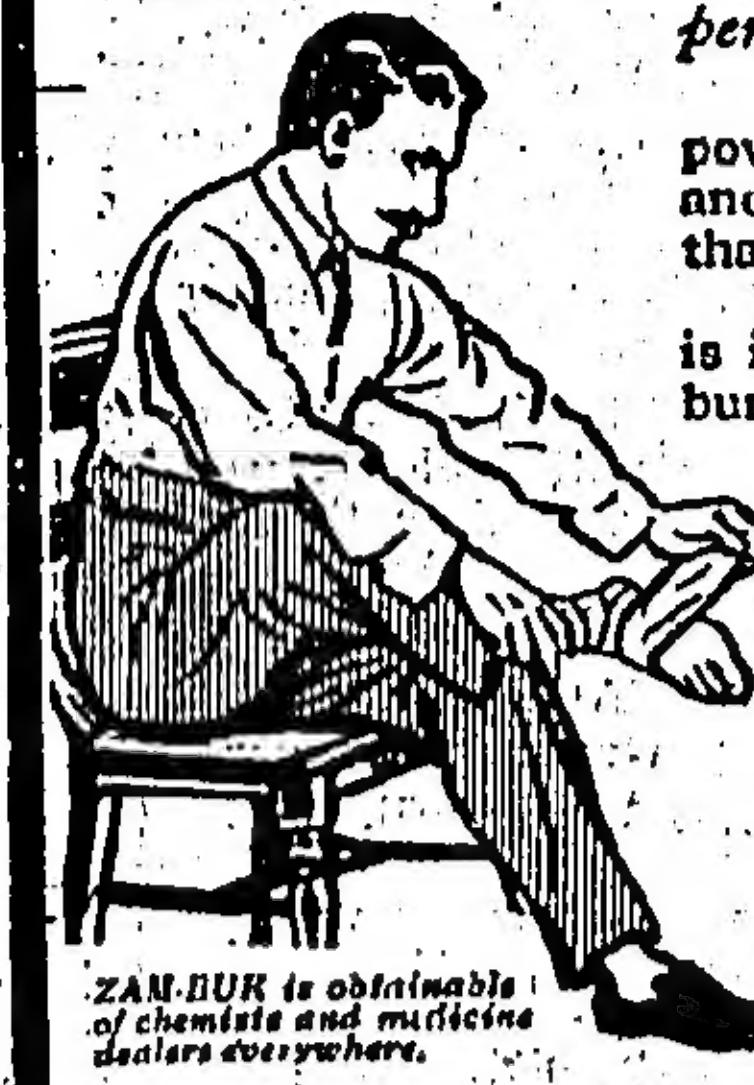
Osaka, May 9.—On the eve of the general-election business men here are of the opinion that the result will probably be much like the British election last December, namely that the Government party will fail to secure a majority and the seats will be divided among the three principal parties, none of which will hold a majority. The business men's party, which is ambitious to take over the reins of Government from the professional politicians in order to effect a political house cleaning, naturally has a strong following here, but its chances in other constituencies are regarded as almost negligible. The present political parties of Japan do not possess distinct platforms, hence the voters' choice is based on personal merits. In this connection it is interesting to note that many well-known leaders who used to be returned unopposed are now menaced by less known and younger and energetic candidates. There is, moreover, a remarkable increase in women's activity. The wives of all candidates in Osaka are conducting a house to house campaign, some with their daughters. The women's participation in electioneering is not regarded as a sign of their political awakening, but merely indicates the abandonment of their time honoured reserve and reticence. The Eurasian wife of one of the candidates in Osaka is making stumping speeches on behalf of her husband. The American wife of one of the candidates at Kyoto is also actively helping her husband.—*Reuter*.

WALL BUILT OF BONES.

The accidental collapse of part of a wall at Chichester revealed that it is largely composed of bones. It encloses an orchard near the east gate of the city and about a dozen yards from the old city wall. The bones have been inserted between large stones, and sometimes whole courses of them have been laid. It is not yet known whether they are human. The work is some hundreds of years old.

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All sufferers with sore, aching, blistered feet, will find Zam-Buk a source of comfort. This powerful antiseptic balm rubbed well into the soles, ankles and insteps, soon removes the cause of foot trouble—it penetrates to the root of the aching pain and soreness. Zam-Buk is remarkably soothing and healing yet powerfully germicidal. It is not only magical in allaying soreness and itching irritation, but it kills and expels the poisonous germs that cause eczema, ulceration and other painful sores. Zam-Buk, the most wonderful skin remedy the world has ever known is indispensable for treatment of cuts, wounds, tenderness, blisters, burns, scalds, heat sores, eczema, abscesses, ulcers, ringworm, etc. Owing to its herbal purity Zam-Buk can always be relied upon. It never turns rancid and useless like fatty salves and ointments.



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AGENTS:—Messrs. Wakefield & Co., (China) Ltd., 60, Klange Road, Shanghai.

THE LATE MR. CHAN KANG-YUE.

TRIBUTES BY HIS FRIENDS.

Fitting tributes were paid to the sterling character and personal attributes of the deceased gentleman by many prominent merchants at a special gathering held at the Chinese General Chamber of Commerce yesterday afternoon in honour of the late Mr. Chan Kang-yue, comrade of Messrs. Douglas Lapraik and Company, and one of the original founders of the Chinese Chamber. The function was in the form of a Chinese memorial service and took place in the meeting hall, which was littered with *man-luen* (long pieces of white cloth bearing eulogiums about Mr. Chan's service to the Chinese community). Among those who were present were Mr. Liang Shi-shi, former Premier of China, Dr. Lew Yuk-lin, at one time Chinese Ambassador to

London, the Tung Wah and Kwong Wah Hospitals, the Confucius Society and other public bodies.

A large photo of the deceased gentleman was displayed at one end of the room, above a table on which was an imposing array of incense burners, flowers and other things. The ceremony was marked by extreme simplicity. After the Secretary of the Chamber, Mr. Chow Pak-tim, had briefly explained the purpose of the meeting and the chief clerk had read a written speech conceived in sorrowing strain, which partly emphasised the shortness of life, the gathering assembled five or six deep before the photo of Mr. Chan Kang-yue and solemnly bowed in unison.

The Chairman of the Chamber, Mr. Li Pak-kwai, said they had assembled to honour the memory of one who had done an immense amount of work for the Chamber. He recalled the time when there was no organisation among local Chinese merchants and no

Chamber to look after their interests; in fact the business people in those days had no sense of co-operation and were as "loose as sand." It was largely due to the initiative of Mr. Chan Kang-yue that the Wah Sheng Chung Kuk (the predecessor of the present Chamber) was formed. After a successful meeting convened by the deceased with others, a subscription campaign was launched, the proceeds of which provided the outfit for establishing the nucleus of what was to-day the leading organisation among the Chinese. Mr. Li Pak-kwai said that the public-spiritedness of Mr. Chan Kang-yue was also manifested in other directions, as evidenced by his practical interest in the Hongkong University and the Kwong Wah Hospital. Mr. Chan Kang-yue extended his efforts as far as Peking, Hankow and Shanghai in collecting subscriptions for the University.

Mr. Chang Wing-on, nephew of the deceased, with three of the latter's concubines was present.

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The question will be answered when you see it To-day (Final Show).

You'll tell the world you've never seen a picture after you've seen this one. to everybody who wants happiness—

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TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P. O. Box 259.

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NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN THAT THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Hongkong Hotel on Friday 24th May 1924, at noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February 1924.

The Transfer Books of the Company will be closed from the 14th May to 23rd May, both days inclusive.
By Order of the Board,
H. O. HOLT,
Managing Director.
Hongkong, 9th May, 1924.

NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carroll J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kow A. P. Graaves
W. J. Carroll H. M. H. Small
O. Kitchell See Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares See Poi Shao
H. E. Edwards
By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.
Abraham, E. Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Parry, I. S.
Birkett, H. Pestonji, R.
Croucher, N. V. A. Potts, Geo. H.
Ellis, E. E. Potts, P. C.
Gould, Joseph. Raymond, E. M.
Gutierrez, A. A. Silva, F. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

TENNIS MATCH.

Hongkong Cricket Club Ground
(By kind permission of H.K.C.C.)
O. and H. D. Rumjahn
v.
Worthington & Ng Sze-kwong.

MONDAY,

May 12th, at 4.30 p.m.

Admission:—50 cents

Proceeds in aid of Hongkong University Sports Fund.

NOTICE.

NOTICE is hereby given that scrip No 4227 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip.

The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO.,
Share and General Brokers,
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Hongkong, 9th April, 1924.

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NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 18th May, 1924, at 12.15 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Company will be closed from May 2nd to May 16th, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April, 1924.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at 12.20 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Company will be closed from May 2nd to May 16th, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April, 1924.

UNION INSURANCE SOCIETY OF CANTON LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at NOON for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends etcetera.

THE TRANSFER BOOKS of the Society will be closed from May 2nd to May 16th, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th April 1924.

LANE, CRAWFORD, LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the Second Annual Ordinary General Meeting of Shareholders will be held at the Hongkong Hotel, on MONDAY, 26th May, 1924, at noon.
The Transfer Books of the Company will be closed from 19th May, 1924 to 26th May 1924, both days inclusive.

By Order of the Board of Directors,
S. J. JORDAIN,
Secretary.
Hongkong, 7th May, 1924.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS

THE Forty-third Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 23rd May 1924, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December 1923.

The Share Register and Transfer Books will be closed from the 9th to the 23rd May 1924, both days inclusive.
JARDINE MATHESON & CO., LTD.
General Agents.
Hongkong, 5th May 1925.

MASSAGE HALL

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The S. L. "FEE CHEUK"
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Stroke 14"
Boller 8' 6" Diameter x 8' 0" long

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Stroke 14"
Boller 7' 8" Diameter x 8' 0" long

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Description. The Property consists of Rural Building Lot No. 175 (with extension thereto) comprising an area of about 43,466 square feet and known as Nos. 1, 2, and 3, Ellenbud Villas situated on the Victoria Road near Villa Miramere at a height of 200 feet above sea level with a fine Southernly aspect open to the Summer breezes.

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Three Women Whose Services will be Recognized.

Tokyo.—Forty persons, including three women, are to be honoured by the Government for services performed in protecting Koreans during the "reign of terror" which followed the earthquake.

Mrs. Masuko Midzuno, wife of the present Minister of Home Affairs, is among those who have been selected for special recognition. Mrs. K. Honda, whose husband, a member of the House of Peers, was formerly an official in the Korean Government General, concealed many Koreans in her home during the period when their lives were in danger. A 66-year-old woman in Yokohama, who is to be honored, saved from probable death two Koreans who had been seriously injured by a mob. Having concealed these unfortunate persons in her home, she defied the crowd who threatened to kill her if she refused to deliver the Koreans into their hands.

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Urging that there should be more dignity and improvement in the confirmation services, the Bishop of Bathurst says that at one service he saw a candidate for the boy candidates' service, and cracking nuts.

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"PATROCLUS" 19th May for Singapore, Marseilles & London
"MENTOR" 16th June for Singapore, Marseilles & London
"ANCHISES" 14th July for Singapore, Marseilles & London
"TEIRESIAS" 11th Aug. for Singapore & London
"SARPEDON" 8th Sept. for Singapore, Marseilles & London

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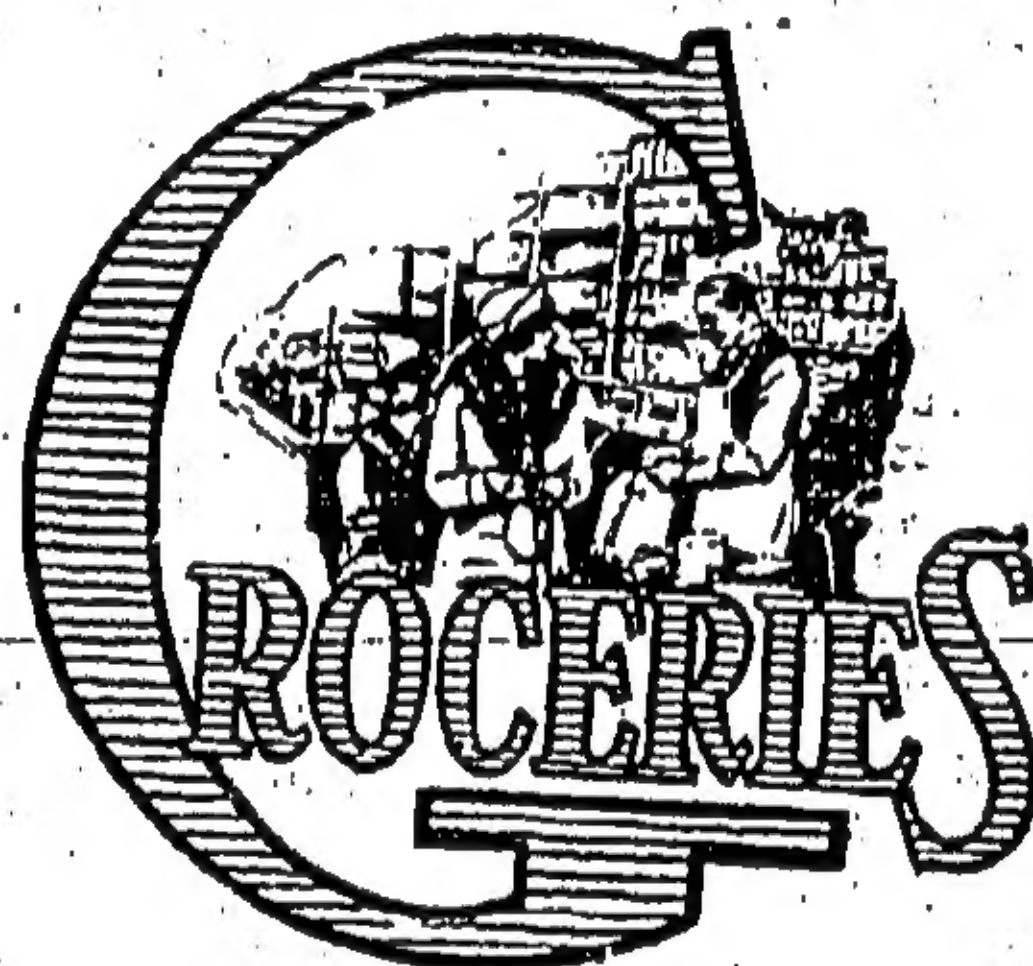
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kind patronage.**TURNED FROM DRINK.****Lancet and Syringe for
Alcoholism.**In the village of Membrollo,
near Tours, a doctor has for some
time been carrying out experi-
ments for the cure of drunken-
ness, and it is claimed he has
been successful.This doctor says his method
is simple. He had treated 16
people, with success in every case.
He takes a small quantity of
blood from a drunkard, and then
reinjects it into the man's veins.
The following day the man has a
distaste for alcohol.His treatment is only effective
for about ten days, but it can be
repeated without danger.During that ten days, moreover,
the doctor is able to employ other
methods, such as moral persua-
sion and suggestion.The doctor first thought of this
method when asked to do some-
thing for one of his patients.
He recalled the cold blood treat-
ment of the past generation,
and wondered if he could find an
antidote in the blood of a drunk-
ard himself.Before making any definite
affirmation the doctor says he
prefers to wait for the report of a
fellow-practitioner, to whom he
has given details of the treatment.He declares, however, that even
the red nose of the wine-drinker
loses its deep hue after these
injections.WE have received a
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best—**English made****PLATINUM
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Roquefort (Fromage Bleu)	"	1.20
Gruyere	"	1.60
American Red	"	80
Camemberts	per box	1.00

Finest Russian Caviare per lge. tin \$4.75

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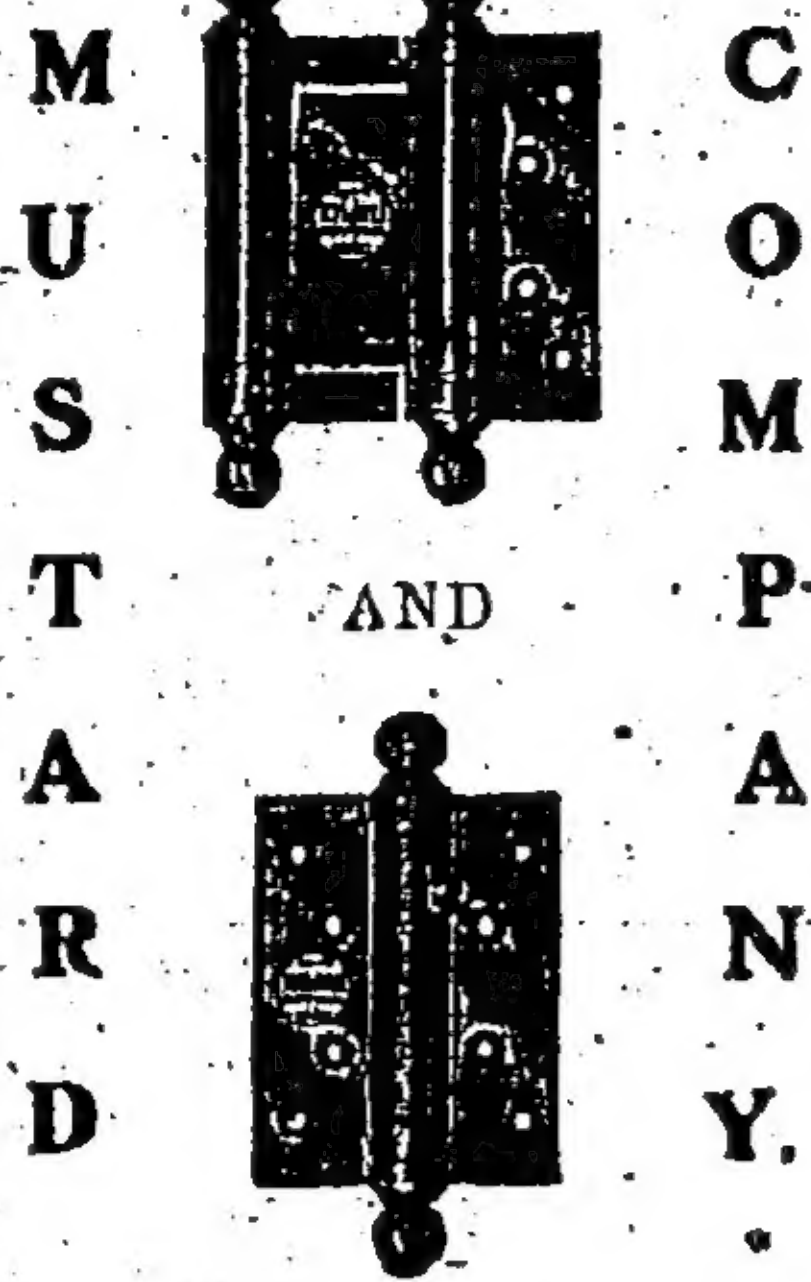
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ACKNOWLEDGMENT.

Mr. & Mrs. W. H. Day and family of Bradford, England, wish to thank all friends for the expressions of sympathy extended to them in their recent sad bereavement.

The Telegraph.

HONGKONG, 10th May, 1924.

BEHIND THE TIMES.

In spite of all the progress that this Colony has made in recent years—and there is evidence of it on all sides—it has still to be said that in many respects Hongkong lags far behind more progressive centres. The public curiosity shown in regard to the flying "stunts" which have been advertised to take place at Happy Valley has set us on this train of thought. The sight of an aeroplane in this Colony is a novelty—we must be one of the few civilised centres of the world where that is true. Down in Manila, to come near home, machines have for years been engaged on military work: they are even used for conveying mails from that city to Cavite, we believe. In Canton, too, we now and again read of aeroplanes employed in connection with military operations. Yet here in Hongkong, a naval and military station, there is not a solitary machine in official service, and the one which is due to give a public exhibition on Sunday was brought here by a Chinese and has remained in a godown for a couple of years or so. It might be argued that there is no utility in aviation so far as this Colony is concerned. We entirely disagree with that suggestion. What about the possible use of aeroplanes for defensive purposes? or in connection with anti-piracy measures? Again, is not an aerial mail service between this Colony and such places as Canton, Macao, Amoy, and even Shanghai possible? In any case, what have we an Aero Club for? Aviation must eventually come to this Colony; but nobody seems to take a practical interest in the matter, and we continue to rub along in the good old-fashioned way.

The same is true in regard to wireless. Whilst other places, including several Eastern centres, are enjoying the full benefits of radio, Hongkong is deprived of it, whether for business or entertaining purposes. Nobody appears to know when the Colony

is likely to fall into line with more modern centres in this regard. All that we can gather is that the Government is still "waiting"—presumably for the Millennium. Whatever the reasons may be, the outstanding fact is that in regard to two of the most important developments of scientific endeavour—aviation and radio—Hongkong is miserably behind the times. We shall wake up one day. At the moment our slumber is deep, not beneficial.

Hot Weather and Health.

There are various elementary rules for keeping fit in hot weather, of which sensible clothing, regulated exercise and proper diet are the main props. Less meat and more fruit is as good a motto as one could have during a Hongkong summer, yet we wonder how many local residents take the trouble to follow that precept. The variety of fruits to be had here is fairly wide, but owing to nearly all being imported the choice is always somewhat restricted, according to the season. The fruit with the most valuable juice—the orange—is plentiful during the winter months when its health-giving qualities are least in demand. Pomegranates come a close second, with acids purifying to the system and may be obtained practically throughout the year. Mangoes are now coming into season, mangosteens are also to be had in fair quantity, and of other tropical fruits from which a choice may be had are the Chinese lalchee and the much-valued papaya and pineapple. Everyone who can read must know something by now of the qualities of the papaya, which is being "boosted" just at present in the Home papers because of its high pepsin content and digestive properties. We remember several years ago meeting a digestion expert—or perhaps he was a dyspeptic crank—who induced us to chew and swallow the seeds of the papaya in addition to the pulp. The pineapple has acid juices which have been proved to be of great value as digestives and correctives, and also deserves far more encouragement than it has had hitherto. However, an excess has to be avoided, in fruit-eating as in anything else. That is a point on which the Home writers, it seems to us, have not laid sufficient stress.

Local Fruit Supply.

But having discussed the subject thus far, we might add that the principal obstacle to eating plentifully of fruit in this Colony is the prohibitive price. This is due to nearly everything being imported. "An apple a day keeps the doctor away" does not apply very aptly to a tropical climate, where several apples a day are necessary. Of Chinese pears and apples there is a small and not very tasty supply. We have to import our apples from Australia or California, the same with grapes, and pay accordingly. And, you we have bananas. The ubiquitous banana is always with us—in a condition good, bad or indifferent, according to the extent of rough usage to which it has been subjected by growers, exporters, importers and middlemen. Most tropical fruits will grow in this Colony. In the New Territories are acres and acres of land where fruit plantations could be made a flourishing sideline of the local country industries. Oranges on the higher hill slopes, pineapples on the lower and undulating areas, and papayas on the flats, would serve to meet a want and lower the cost of the average household's monthly fruit bill, which at times can be quite formidable. Perhaps it requires a little official encouragement to get things going; if so that should not be difficult of attainment. Possibly we shall have to wait until there has been built a sufficient number of dwelling houses, before serious attention can be paid to such a matter as more trees, even if they be fruit-trees. In that case we can leave the subject to our heirs, assigns and successors.

His Excellency the Governor has appointed Mr. D. W. Treiman to act as Colonial Treasurer, Collector of Stamp Revenue, and Assessor of Rates, and to be the Commissioner to carry out the provisions of the Estate Duty Ordinance, 1915, during the absence on leave of Mr. C. McL. Messer, O.B.E.

DAY BY DAY.

IDEALISM IS THE ROOT OF ALL GENUINE AND CONSTRUCTIVE REFORM, AND WITHOUT IT THERE CAN BE NO PROGRESS.—Canon Alexander.

A Renter's message says the Rangoon dock strike has ended.

Dr. and Mrs. W. B. A. Moore returned to the Colony by the s.s. President Pierce.

It is notified that the name of the Canton Steam Laundry, Limited, has been struck off the Register.

The Gazette contains particulars of the ferry time-table in connection with the Stonecutters bathing beach.

His Excellency the Governor appointed Mr. J. A. Fraser to be District Officer in the Southern District of the New Territories.

Rural Building Lot 247, situated at Mount Cameron, is shortly to be sold. It contains about 23,900 square feet and the upset price is \$3,368.

Mr. Carson Taylor, editor of the *Manila Bulletin*, is passing through the Colony by the s.s. President Pierce after a visit to the States.

His Excellency the Governor has appointed Mr. G. S. Kennedy-Skipiton to be Assistant Head of Sanitary Department, and Secretary to the Sanitary Board.

The Gazette contains lists of stands for public vehicles, places at which motor vehicles may be left unattended and streets and roads closed to motor traffic.

His Excellency the Governor has appointed Mr. W. L. Leask to be a Member of the Licensing Board during the absence from the Colony of Mr. Albert Denison.

A Chinese was admitted into the Kwong Wah Hospital yesterday suffering from injuries received in an accident at Lai-chi-kok Road, when he was run into by a motor car.

The name of Dr. Shin Lok-shang, of the Government Civil Hospital, has been added to the list of medical practitioners. Dr. Shin is a Bachelor of Medicine and Bachelor of Surgery of the Hongkong University.

Observatory returns show that during April the average mean temperature was 74.4, the highest being 85.4 and the lowest 57.4. There were 101.4 hours of sunshine and 5.21 inches of rain, whilst the average humidity was 65.

The Gazette notifies that Police Leave Regulations published on pages 429 to 432 of the Regulations of Hongkong, 1914, are rescinded, and the subject matter thereof will be dealt with in future under the General Orders of the Government.

The master of the President Pierce reported on arrival from San Francisco to-day that a passenger named Chan Ah-fat died on April 17th from heart disease and that the body had been embalmed and was on board. Deceased was 46 years of age.

The photographs of the s.s. Les Filles du Paul Doumer and the s.s. Paul Beau which we publish on our Picture Page to-day, showing the damage which these vessels sustained in their recent collision, were taken at the Talkoo Dockyard, where both ships are at present undergoing repair.

A report has been made to the police of a collision which occurred at Cap Sul-moon yesterday morning. At three o'clock, a junk laden with sand was run down by an unknown steamer and out into the water. The crew of three were thrown into the water and drifted about on the wreck until rescued half-an-hour afterwards by another junk. The steamer steamed off in the darkness without giving any aid.

From the medieval Paris of "The Hundred Years' War" to the modern South Africa of "Ponjola" is a big step, yet it is one the Coronet Theatre has taken wisely, since only a picture entirely different in very way could succeed here after Victor Hugo's great romance, "Ponjola" is the film version of the recent novel of the same name, and fits in perfectly with the book form. In any case, it should easily capture the cinema-going public.

Bulls and Innere

From the Office Butts.

There is no truth in the rumour that the P.W.D. Players will shortly produce "The Tollers," with a special number by the D.P.W. entitled "Yes, We Have No Verandahs."

Next thing we know they'll be getting up a club for returned expatriate prisoners.

Moving pictures, they say, go back to Roman times.

We'd have thought some of these plots were much older.

Provided mon-oxide gas is as deadly as they say it is, we heartily approve of chauffeurs being allowed to sleep in garages.

When it comes to your salary cheque you never quite appreciate the word "only."

News Items:—Greece has lost a King and the French Aviation League an "Ace."

Folk are complaining about the high price of fruit in Hongkong. Compared to what an apple cost in the Garden of Eden, we haven't much to grouse at.

Every motorist should carry a supply of Biogene. It helps that run-down feeling.

MacWhirter, he says, apropos of those aeroplanes, that landing home at night is a very difficult business.

Trouble with these May Day affairs is that there are too many processions and not enough labour.

Talking about these Hankow meat pies, has anyone seen a black cat with a kink in its tail?

What's in a name? Much. If it's on a bottle.

These writing tennis champions seem to be making a great deal of racket with their pens.

Like the plaster off our ceiling, Waichow is still falling.

The power of these broadcasting stations is awful. The *Daily Press* heard Mr. Cecil Alexander, a violinist, quite plainly at the Theatre Royal on Saturday night.

Mr. Alexander has been at Home now for the past three months.

Rationalists certainly don't believe in rationing.

Judging from the advertisements these days, Hongkong has no use for birth-control.

Our Observatory will be pleased to learn that a new *Evening Star* has been seen at Canton this week past.

Or is it merely another satellite of the Sun?

In view of recent piracies it's a pity our Philharmonic Society couldn't produce "The Yeoman of the Guard" every week.

Newspaper heading: "Settling Europe." That's what the last war nearly did.

Poland's new Government Treasurer is, appropriately enough, named Grabski.

Bad news for boarders: Lai-chi-kok will be plentiful this year.

The only really popular ball here this warm weather is made of naphthalin.

Health hint: If you can't run or fight, never call a man a liar.

We haven't seen Gaston Glass in "The Hero," but we have seen stop the car and oil it every thousand miles.

In a local auctioneer's catalogue we noticed a "teak baby" for sale. We met it again at the boarding house after the soup.

There will be no motor speed trials in Hongkong this year. A prize may, however, be given to the most violent coloured car on the road.

Nothing like being up-to-date. Notice the No. 1 service targets in place of the old "bills."

They must have lengthened the hours of football at Home, judging from the cable in a local contemporary to the effect that rain caused play to be abandoned for the day after the South Africans had won by 6 to 0.

We know why Rookfeller is so rich. He gets his petrol at cost price.

It's harder to make money first than to make it last.

We wish all those flies would go round the world.

Chamber of Commerce report: Ice blankets are flaming.

Talking of moving pictures, we trust that none of these local hotel bar scenes will be sent to Wembley.

We don't need the old Chinese calendar to tell us when summer has come.

We can tell by the amount of soap our old ayah uses on the clothes.

Isn't it about time we had a Kowloon conference to scrap some of these buses?

The burglar who stole the Singapore Magistracy clock is not yet doing time.

Hot weather hint: Never put off to to-morrow what you can discard to-day.

Seems to us that the Three Party System in politics bears a close resemblance to the Three Card Trick.

New definition: A Cabaret is a place where the jazz band takes the "rest" out of restaurant and puts the "din" into dinner.

The plump have a fat chance of keeping cool these days.

The baseball season commences soon, when wild game will once more become plentiful.

Laugh so that the world won't know you've been stung.

Home hint: After eating onions, look at your wife's dress-making bill. It will take your breath away.

Summer will soon be here. A petticoat was seen in Kowloon last week.

Police figures reveal that our motor cars are becoming thicker. So are some of the drivers.

The height of the Prince's ambition, it seems, is to be able to fall. Perhaps he'll take up aviation next.

Judging from their figures, some of our bathing beauties would be no use at mathematics.

It takes a good bathing suit to show up our bad shape.

These milk foods keep down the baby storks at night.

A husband is a man who prefers hanging his coat on a nail instead of a hanger.

It looks as if this is going to be the hottest summer since we came here.

Why not allow Rookfeller to win occasionally at golf? He might then reduce the price of petrol.

Home note: After lightly dusting the old records with a camel hair brush, hit them smartly with the coal hammer.

Masked where you are, always in "The Hero," but we have seen stop the car and oil it every thousand miles.

The Fanning "bogey" has again been reduced. If this sort of thing goes on, golf will cease to have its terrors.

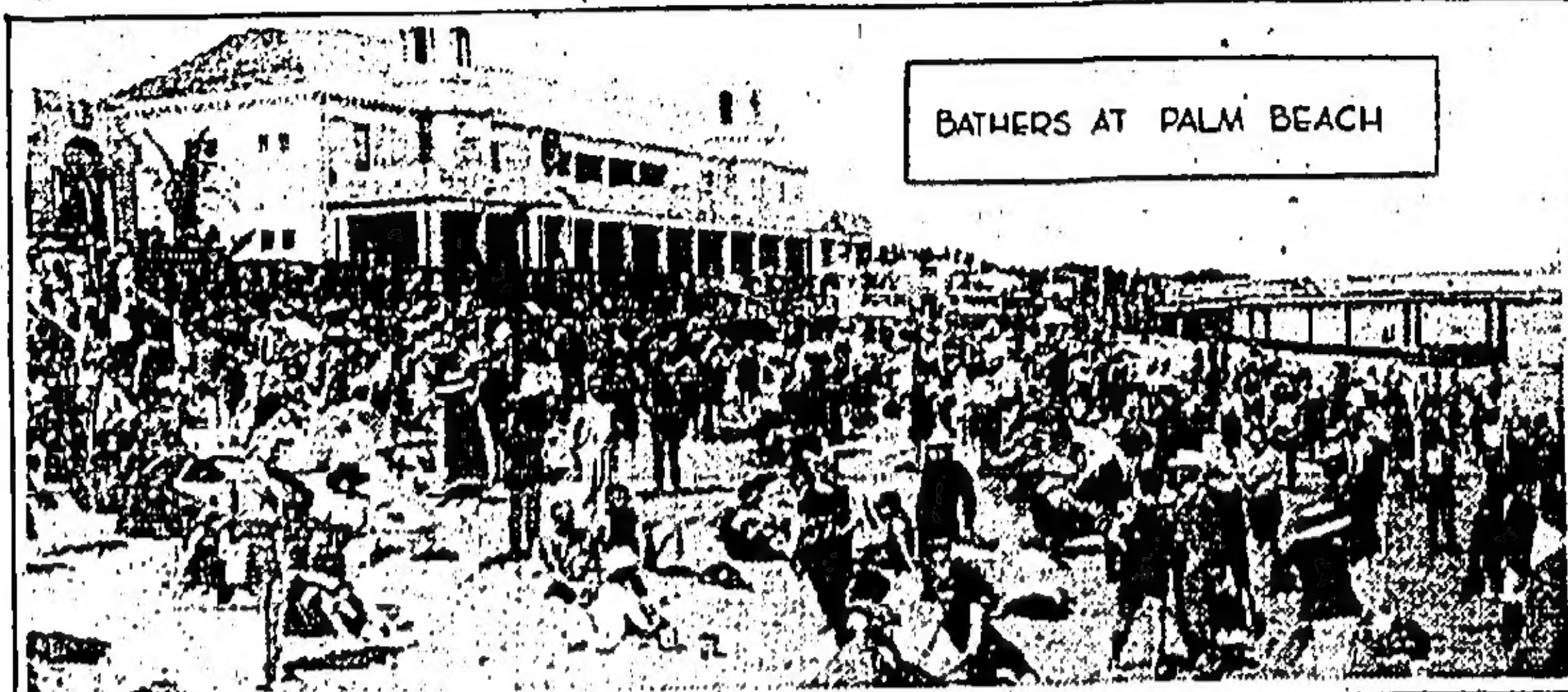
There isn't much transpiring in Hongkong these days, but there's a lot porpsing.

Some people are born to greatness. Others get cocktails named after them.

Beads are the latest form of decoration on ladies' bathing costumes. Beads of perspiration in place of the old "bills."

EAST COAST OF FLORIDA.

Offers Sport and Many Other Attractions.



BATHERS AT PALM BEACH



ZANE GREY, NOTED NOVELIST AT LONG KEY



LEAPING TARPON ON EAST COAST OF FLORIDA

Ocean bathing is one of the delights along the East Coast of Florida. When the North is covered with its blanket of snow, bathers may enjoy the stimulating sea waters along a stretch of beaches extending almost five hundred miles along the Atlantic seaboard.

Yachting and motor boating, free from surf, along the great inland waterway that extends from Jacksonville to Miami, a distance of 366 miles, may be enjoyed in safety, with a diversity of interesting places to visit. Attractive house boats, many of which are really floating winter homes and bungalows, explore the inland waterway over a course of hundreds of miles, or else remain peacefully moored near some favourite resort.

Golf under summer skies, on links whose rolling sand dunes suggest the seaside courses of

Scotland, canoeing, fresh and salt water fishing, tennis and horse-back riding are favoured sports.

"It is a new East Coast of Florida that welcomes the visitor to the Land of Flowers," says the Florida East Coast Railroad Company. "To-day this great American playground, extending 500 miles along the Atlantic seaboard, holds forth a thousand comforts and attractions that are lacking in a less developed region."

Splendid motor-car drives radiating from the larger towns and cities, shops whose counters display the styles and fashions of New York, London and Paris, good public and private schools and more advanced educational institutions are features of the New East Coast of Florida.

"Those who seek the wild life may roll up in a blanket and sleep in a tent or motor-car, for rain is infrequent during the winter months. The sunshine and refreshing breeze soon 'knit up the Ravell'd Sleeve of Care.'"

SPORTS PARS.

Interesting World Items.

The Gloucestershire cricket club lost just over £1,030 last season. Only £1,596 was taken in gate money, and the total expenditure was £6,012.

J. K. Macara, the Fettes College footballer, showed a nice 200 turn of speed to win the yards race at the school sports in 21 6-10 secs. Another prominent member of the fifteen, R. K. Ferguson, was second.

B. S. Chantrill will be able to take part in the South African Rugby tour if selected, as will Drysdale, of Scotland. Chantrill would be covering old ground, as he was in Natal for some years and played Rugby regularly in Durban, beginning for Natal against the Transvaal in representative games.

C. E. Davis, who lost to W. R. Milligan in last year's Inter-Varsity mile, but who won against Harvard and Yale in 4min.21 3-5 sec., has returned to his native home in Johannesburg. He is showing his old pace, and may beat J. C. Brink, the South African champion, in which case he will represent South Africa in the Olympic Games.

There is a powerful movement in Scotland for a fixed scale of football pay, but it is not popular with the wealthy clubs of Glasgow. At present there is no restriction. Andrew Cunningham, for instance, gets £20 a week. If this proposal is carried more Scots than ever will cross the border. One proposal is to pay players £208 for the active season, and £114 for the summer months. The players will not even think of it.

The owner of the Grand National winner, the Earl of Airlie, succeeded to the title in 1900, and is 30 years of age. He was wounded in the war, and won the Military Cross.

Holland wanted the South African cricketers to play a three day game at the Hague. Owing to the heavy programme in the Old Country, the invitation had to be declined.

Jack Dempsey, the champion boxer, started his career as a wrestler.

Jack Sharp is again to captain of the Lancashire County Cricket eleven.

It is forty-three years since the Berwick Rangers football club was formed. They are the second oldest Border club. Selkirk alone were in existence before them.

The 7th Hussars won the Scottish Command Inter-Unit Cup at Redford Barracks by defeating the Depot Royal Scots Fusiliers, from Ayr, by 4-1. The promise of an exciting final was not fulfilled, the game being rather one-sided. The Hussars have thus won this trophy during their first football season in Scotland.

Burnley report an estimated loss on the present season of £364.

Selkirk and Vale of Leithen have now won the Border Cup eight times each.

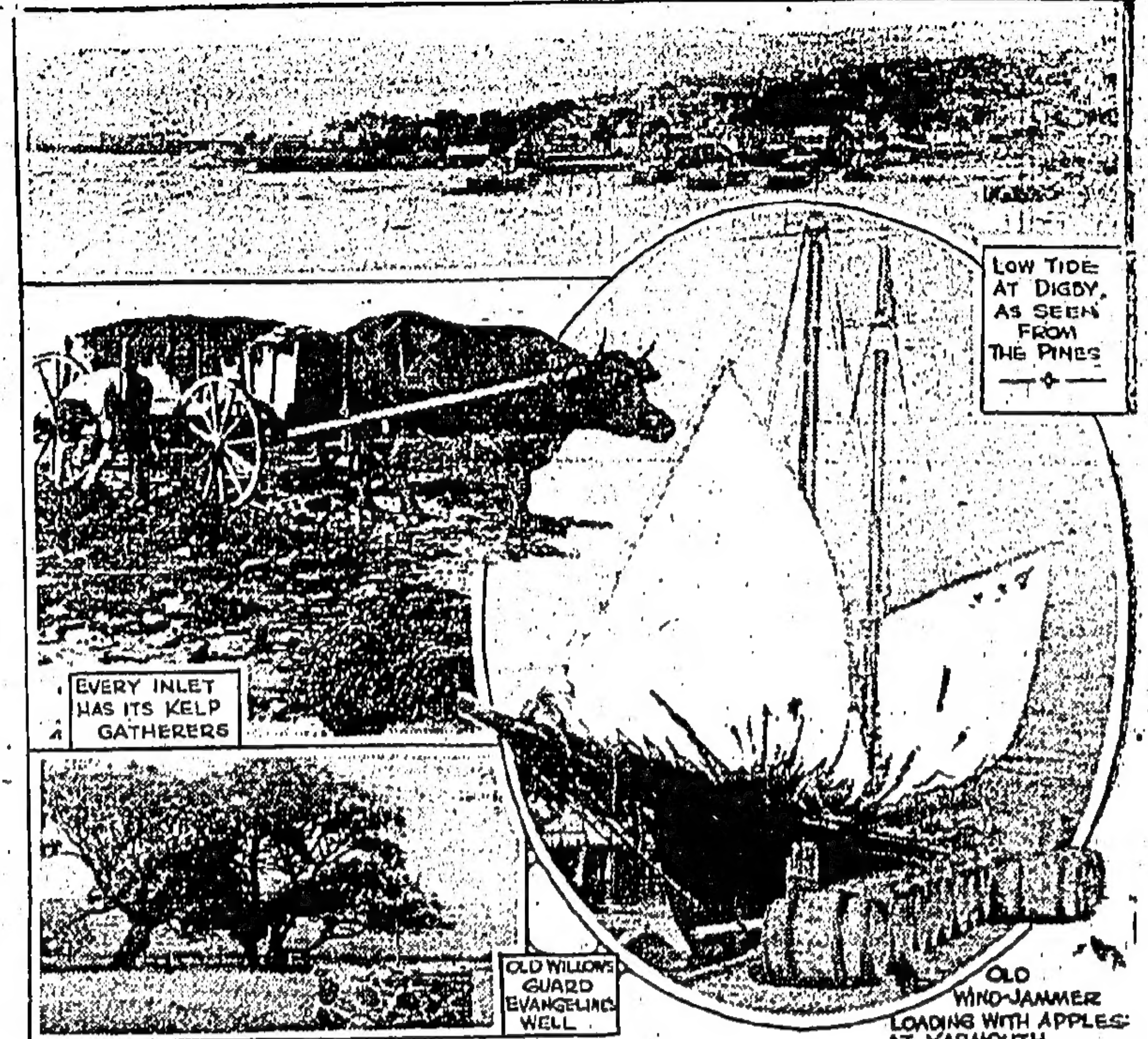
Mr. Harry Packer, who will manage the British Rugby team to visit South Africa, leaving Southampton on June 20, was one of the Welsh party who went over to Paris for the international. He said the touring side would be finally chosen on April 15.

Walter McLean, of Leith, beat Battling Branigan on points in a 15-round contest in Dublin.

The death of Frank A. O'Keefe, the Australian cricketer, will be a bad blow to Lancashire. He was expected to be a great acquisition to the County.

NOVA SCOTIA'S BEAUTIES.

An Ideal Sport for Holiday-Makers.



Everybody wants to spend a holiday away from home, but not everyone desires the same sort of holiday. Nova Scotia, however, can fill a wide variety of these desires. It is, in truth, a veritable summer playground.

If fishing and camping be desired, it may be enjoyed in a hundred regions scattered from tip to tip of the peninsula. From the group of lakes just beyond Yarmouth, the southern sea-gate, through the marvellous maze of the Kedgemoakooze District where is located the Kedgemoakooze Rod Fundy, passing through many and Gun Club, the doors of which are open to all visitors whom it can equip with guides and sporting equipment.

Nova Scotia is a land of camps, cottages and country hotels supplemented by modern hotels in the larger centres. Rates at all of these are so reasonable that the average tourist is agreeably surprised.

The train that serves the west coast of Nova Scotia, waits at Yarmouth, the southern sea-gate, and begins its journey along the deeply indented shore of the Bay of Fundy, passing through many charming villages. Each mile of the way reveals unusual sights: quaint, picturesque ox-carts and clumsy fishing boats, grizzled fishermen, dyked hay-fields and crudely coloured tip-tilted little houses.

An admirable plan for a holiday would be to go to Halifax, make a side trip into the quaint Cape Breton country, and then return to Yarmouth on the same line, but stopping off at other points of interest and every stop has its own attractions. Boating, bathing and driving are always available, while the cool, sea-laden breezes infuse a tang to summer heat.



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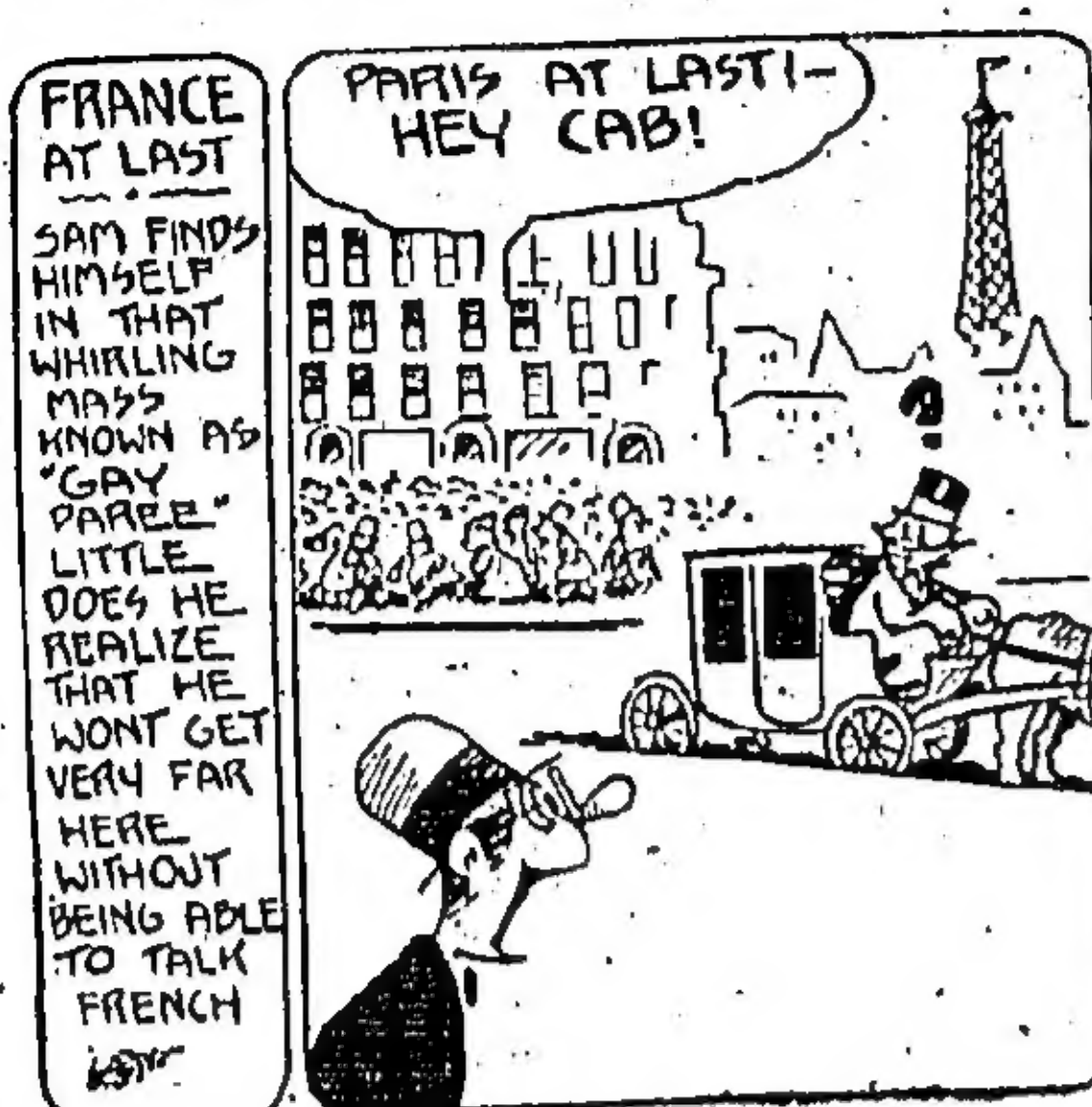
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MOM'N POP



The Verdict



By Taylor



FUNNY STORIES.

The Wrong Word.

Mrs. Gramercy—"She must have been surprised when the husband gave her such an expensive present."

Mrs. Park—"Not surprised, my dear; suspicious."

He Knew Better.

Harold: "I wish I'd never spoken to your father, Daisy. You let me down shamefully."

Daisy: "Oh, Harold! How can you say that?"

Harold: "You did—you told me he wore carpet slippers."

Nasty.

Algy: "Gwaco has a hahwid father. When I asked him for her hand I said: 'Love for your daughter has dwivon me hawf owazo.'"

Cholly: "And then, deah boy?"

Algy: "Then the old bwute said: 'has, oh? Well, what completed the job?'"

Either Way.

He: "Only one, just a little one."

She: "Oh, no, I have no wish to be added to the list of girls you have kissed."

He: "I assure you, I have never kissed a girl in my life."

She: "Oh, then I'm not going to let you serve your apprenticeship on me."

Up His Sleeve.

Teacher: "Who was that laughing?"

A Voice: "Please, sir, it was me, but I did not mean it."

Teacher (angrily): "Did not mean it?"

The Voice: "No, sir, I laughed up my sleeve, but did not know there was a hole in my elbow!"

The Truth.

During a geography lesson the master remarked, "In front of you is the North, directly behind you the South, on your right hand the East, and on your left hand the West."

Seeing a lack of attention on the part of one boy, he asked: "What is on your left hand, Bobby?"

"If you please, sir," he replied, "It's some tar and it won't come off."

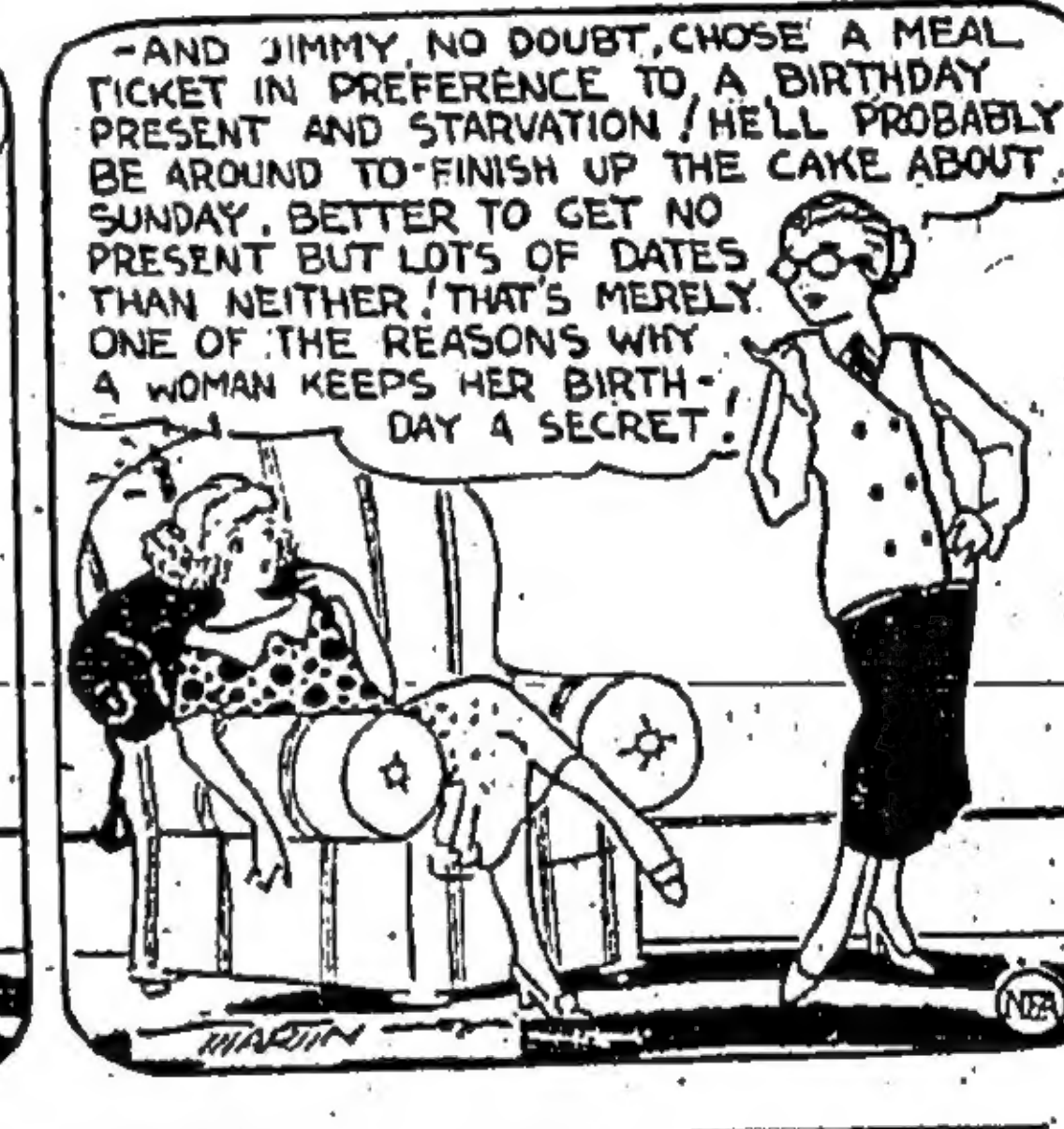
ROOTS AND HER BUDDIES



Cora Gives Some Advice



By Martin



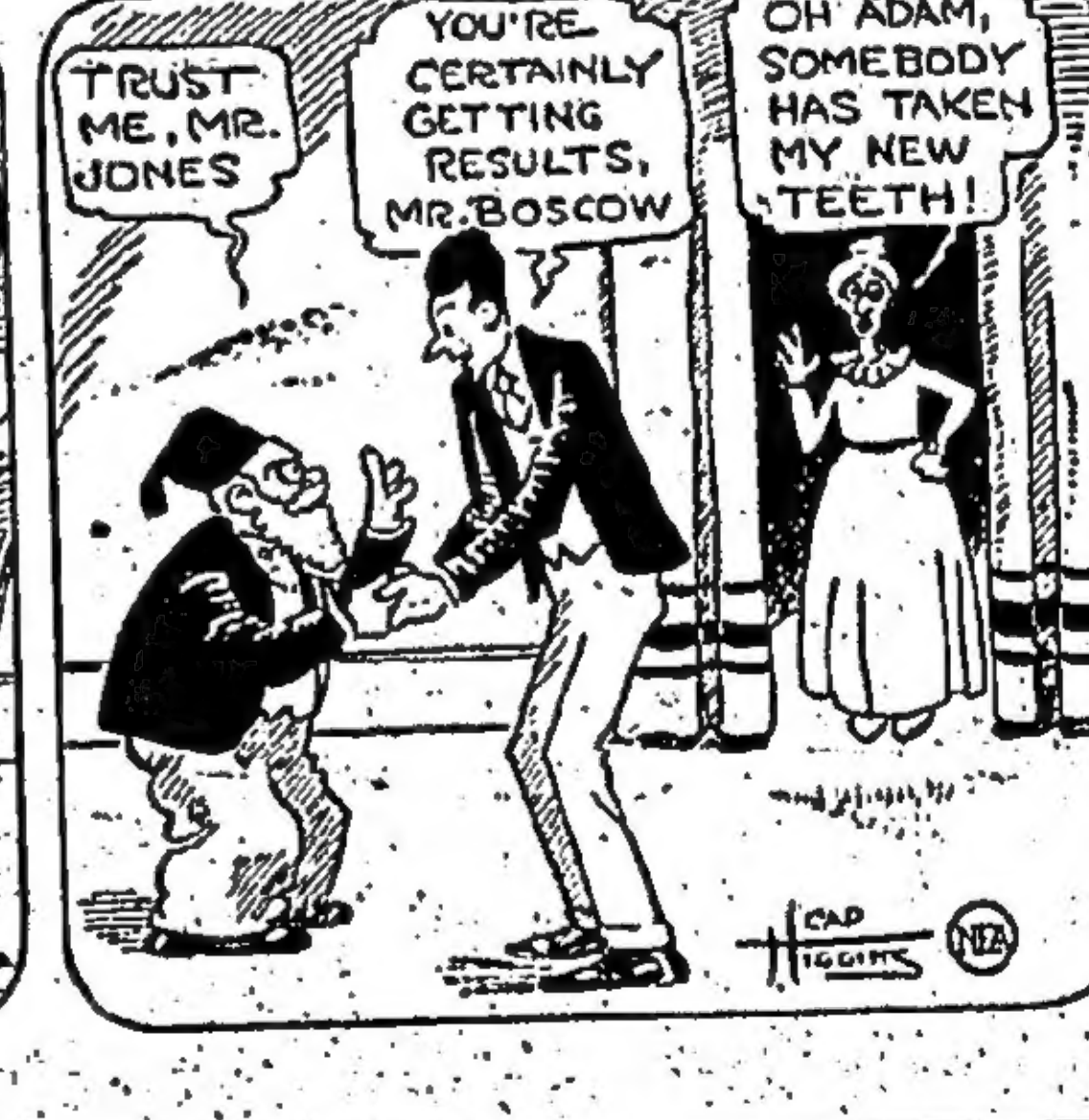
ADAM AND EVA



A False Clew



By Cap Higgins



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BY BLOSSER



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RECIPE BOOK.

NEW PARIS FASHION FEATURE.

(Special to "Hongkong Telegraph.")



JULIE MAROT

This new mode of the four-piece suit is very convenient. As seen in the sketch, it can be a graceful evening gown, of satin beaute, trimmed with a large silk rosette and a flowing hip drape. Then by the addition of a long jumper it becomes an afternoon frock. While the third figure shows the four-piece suit complete. The gappings on the coat are of satin, and the cape collar is lined with the same material.

NOTES FROM PARIS.

Monograms are reappearing as trimming for frocks and blouses. The letters are conventional, and are superimposed so as to make a pattern that is sharp and "cubistic" in form, and are usually worked in bright thread—red, green, or black—to stand out sharply against the colour of the frock. The pocket or the centre front of the blouse is the usual place for the monogram, though it has lately found an excellent place on the end of the scarf.

Little cloche hats for sports wear are made of wool, crocheted in the smallest crocheted stitch possible, and then are embroidered with cross-stitch designs in wool

THIS WEEK'S RECIPE.

Coffee Cream.

Custard made with powder flavoured with strong coffee, or coffee essence. When cold stir in a gill of cream, or the stiffly-whipped whites of two eggs. Serve in custard cups or wine glasses; hand biscuits or fingers of cake. Decorate if liked with chopped nuts or glace cherries.

of a contrasting colour. These are not only smart in form, but have the practical advantage of rolling up into small compass, so that one may take a variety of hats in one's portmanteau, and change the effect of one's costume with varying shades and shapes of the hat.

WELL KNOWN CINEMA STAR.



Mildred Harris, former wife of Charlie Chaplin

FEATHER TRIMMINGS.

While there is hardly any real change in line, the newest evening dresses, afternoon gowns and more exotic three-pieces have assumed a more flowing look, in consequence of lighter materials, the circular note in skirts, the new uses of panels, and the prevalence of feather trimmings, fringes, and scarves.

Huge ostrich-feather flouncings on evening frocks are a surprise. The attractive movement which they give to elaborate dance frocks is usually due to a clever mounting of the strands of the feather with a marabout foundation; for uncurled ostrich—it has to be uncurled to gain the length required for these flouncings—is a rather sad-looking and unsubstantial trimming unless it is backed. The flouncings are not always placed in the same position, and some make a straight gown look like the raffia petticoat of a Hawaiian dancer. A recent finely pleated white crope de Chine has been given a deep swaying white feather flounce to finish the rather short skirt. Another, of shot cyclamen and silver tissue, has a shaded cyclamen feather flounce set fairly high on the skirt, and a cyclamen and silver cloak lined with deep-toned cyclamen marabout and a big ostrich-feather collar. This gown is being copied in white and silver for one of the early Courts, and has a large bunch of rosebuds and foliage at one side. Swansdown, a nursery trimming, is being tried on some debutantes' frocks, and dyed marabout holds its own. It seems likely to be a feathered season, and great fans tipped with dyed goose feathers, closely set and mounted to look like dyed eagle-and-vulture, are an inexpensive luxury.

Though not many white evening frocks have been shown recently, there have been a few good designs in chalky white, and there are signs that certain coloured modes will be executed in white. Lace and chiffon dresses are fairly frequent. A tomato-red Maltose lace has been put with chiffon on an afternoon model, with long sleeves; a bride's dress consists entirely of heavy white lace made with a long tunic and long sleeves, and is richly embroidered with seed pearls. This tunic style suits all occasions, as it breaks the rigid straight line, while allowing the skirt to look tighter than it is. Tight skirts are largely shams, since they are eased in many ways.

THE WAY WITH JEWELS.

Replacing the carved medallion of jade or tortoiseshell, there appears a new jewel—a dark topaz or amethyst, set in a claw-like clasp of platinum decorated with tiny diamond chips. This is suspended about the neck on a black grosgrain ribbon, which has a white or grey under-surface.

The brooch is returning, but in a new form. A large piece of rock crystal is delicately carved, in a landscape or a head, is set in a platinum and diamond frame, and is worn on the left side of the corsage near the shoulder. Of course, one must wear a ring to match on the first finger or the little finger.

Stockings for evening wear have cloaks embroidered in a series of rhinestones. Whether worn with the rhinestone-studded dancing slippers or with some simpler pedal adornment, they are surprisingly rich.

A London jeweller declared that old-fashioned garnet brooches, necklaces and earrings are being bought. Garnets have been ousted from favour since mid-Victorian days.

There is an interesting new powder known as "poudre bleu" which, when carefully applied to the visage, is said to impart a most interesting pallor.

THREE FASHIONABLE WHIMS.

Little circular or square veils drape the very small hats. If the veil is circular it has an edge so stiffly embroidered that it stands out umbrella-like about the hat.

MORE SCANDAL!



Here's something for the senatorial inquisitors to worry about. Just look, here's a New York girl wearing teapot necklaces and teapot earrings.

If square it is draped about the crown and falls scarfwise on to the shoulders.

Parasols for the Southern resorts are flat and many ribbed like Chinese umbrellas. Bright reds, deep blues and occasionally green appear as their coverings.

For the older woman some of the dressmakers have found

ATTENDS QUEEN.



Lady Crömer, daughter of Lord Minto, former governor general of Canada, is the new lady chamberlain in the British royal household. Her husband is the royal chamberlain.

means of adapting to-day's narrow silhouette by using wide bands of lace or soft crepe at the fronts of the gowns, and long panels of lace on the skirts. Grandmamma can still be dressed with taste and smartness.

USEFUL HINTS.

Mildew, if old, is very difficult to remove. However, an attempt is worth while with a mixture of starch, soft soap, and the juice of a lemon. Spread it over, leave to bleach, and then wash, in the usual way.

If medicine has been spilled, it will usually yield to a coating of fuller's earth or some ammonia.

The stains left by a copying ink pencil are rather obstinate. Dab them first of all with ammonia, and then with wood alcohol. Repeat, using each alternately, as necessary.

A sudden fall of soot very often leaves carpet and rug looking very much the worse for the occurrence. A generous layer of salt and then a thorough sweeping will usually remedy matters.

CHIC HOLDERS.

Every one seems to be smoking these days, but isn't there a difference of how one does it? Some women just snatch up a cigarette and smoke like a man, but the smart woman puts her cigarette in a dainty holder, which is tinted to match her frock or contrast prettily with it. Then it does not stain her well-manicured fingers and it gives an air of daintiness and fastidiousness to the whole affair.

HAVE YOU A PERFECT INSTEP?

If you are always put to the expense of having your shoes heated because "in no time they get worn down on the inside," the probability is that you are suffering from flat foot, a condition you should take steps to remedy at once. A simple way of finding out whether the arch of the foot has given way (for that is what flat foot consists of) is to wet the soles of the feet and then walk quickly over a sheet of paper which can take the impressions. In the impression of the normal foot there is only a narrow "neek" between the mark formed by the toes and that by the heels; but when the arch has collapsed this neek may extend over the whole width of the foot.

Fortunately, in its early stages flat foot is not difficult to treat; but it is worth emphasising that after this the condition is one which not only leads to the development of corns, bunions, and other painful deformities of the foot, but is a most difficult one ever to put right again.

All sufferers from flat foot tend to walk with the toes pointing outward. Practising walking with the feet parallel should quickly right this ugly tendency. And it is as well every morning to perform the following exercises:

1. Turning the toes in, rise on them and walk up and down the room trying to impart a springiness to your gait.

2. Rising on the tips of the in-turned toes bend the knees slowly until you are sitting on your heels. Now rise slowly to the upright position.

These exercises should always be stopped at the point of fatigue. And it is necessary that they should be carried out systematically over a long period.

It is most important that sufferers from flat foot should avoid prolonged standing. The weight of the body on the tired arches can undo in a few minutes the good work that the above exercises have accomplished in a few weeks. For a similar reason long walks are inadvisable. Indeed the ideal form of outdoor exercise is cycling. This develops and strengthens the muscles of the leg whose function it is to support the arch; and as the weight of the body is kept off the feet, all the advantages of walking and none of its disadvantages.

SCARF GIVES REAL CHARM.



The tightly collared evening frock is one of the little inconsistencies of which Paris is so fond. But the real charm of this white satin frock is lent by the chiffon scarf, embroidered and fringed with poudre blue.

PUTTING AWAY WINTER CLOTHES.

The spring cleaning completed, the next house-hold duty to demand consideration is the cleaning and putting away of winter curtains, tablecloths, winter clothes etc.

Then arises the question of storing the articles so that they may be secure from the ravages of moths. It is a hoary old fallacy that the moth hates the smell of printers' ink, and that to wrap in newspaper is therefore a magic charm. The actual fact is that the moth desires a soft warm surface whereon to lay eggs. The paper is cold and unyielding and unpopular for that reason. Therefore it follows that any similar wrapping is just as effective. But whatever is used, the parcel must be sealed by strips of gummed edging so that nowhere is the tiniest hole or crack through which the moth may wriggle.

The odour of sandal wood and cedar wood are also specific against moths, but the most modern method of all is to spray the articles with a new scientific preparation that is obnoxious alike to the moth and its destructive grub, for remember that it is the latter that does all the damage. The preparation may be sprayed over garments, curtains, furniture, carpet, &c., without leaving any mark or stain, and after one treatment it is claimed that the articles are immune for a period of one year. The preparation is non-inflammable and therefore an improvement on the method of spraying with benzine frequently recommended. Both liquid and spray may be bought from the chemist.

Remember never to put away garments with any grease or other stains upon them. All stains provide food for a newly-hatched grub, and it will eat through any amount of fabric to get to a grease stain.

OVERBLOUSES ARE BACK.



Here are three of the latest inspirations in overblouses. One is a glorified middie blouse of soft, supple silk with a feminine touch in the bows on the cuffs and a monogram at the side. A tailored blouse is of striped silk with pockets and glass buttons and an embroidered flap. For more festive occasions is the model of striped cotton silk with the balmain neckline and the long fringed ends and



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RADIO NOTES AND NEWS.

The Most Out of One Tube.

To get the most out of a single tube, try the single tube reflex receiver. Here, with the use of a crystal detector and the vacuum tube amplifier, stations up to 500 miles can be brought in on a loud speaker. Even farther distances can be obtained with the phones.

Use of a crystal for rectification in this connection has proved to be clearer than the vacuum tube, because of its freedom from oscillation and the elimination of the howling and squealing we get in regenerative receivers.

The parts for this set consist of:

- 1 audio-frequency transformer, ratio 4 1/2 to 1
- 2 radio-frequency transformers, for reflexing
- 1 tube socket
- 1 rheostat
- 2 variable condensers 23 plate
- 1 phone jack
- 1 rubberized panel (about 8 inches by 10 inches)
- 1 wood base
- 5 binding posts
- Bus wire.

Thus, without the tube, batteries and phone or loud speaker, the set should cost not more than \$70 Mex.

TRANSFORMERS.

The radio transformers may be either made or bought. If bought, care should be taken that they are for reflexing. A kind that can be attached to the variable condensers can now be bought. The first transformer, at the left, is made as follows:

Get two formica cylinder forms 1-1/2 inch thick, 2 inches long and 2 5/8 inches in diameter. Drill two small mounting holes on each form, one hole on top and one on bottom, by which the form, when completed, can be attached to the condenser.

Four more holes are drilled in each form, for the terminals, which may consist of switch points clamped down inside by hexagonal nuts. Terminals 1 and 3 are on top; 2 and 4 below. Two small holes are also made for the wire to pass through. These are near terminals 1 and 2.

Solder end of wire to terminal 3 and wind 60 turns of 28 single cotton, single silk, or double cotton, wire evenly and tightly and solder other end to terminal 4. Wrap a 1-inch strip of empire cloth around this winding, and then wind the primary winding on this. It consists of 15 turns, in the same direction as the larger secondary winding. The beginning is soldered to terminal No. 1 and the end to No. 2.

Then mount on condenser by attaching with short brass strips to the last plate.

CARE IN MOUNTING.

The second radio frequency transformer is wound like the first, except that the top winding or primary coil consists of 35 turns.

Be careful also that the second transformer is mounted at right angles to the first, and that both sets of transformer and condenser are

placed at opposite ends of the panel, in order to reduce any inductive effect upon each other to a minimum.

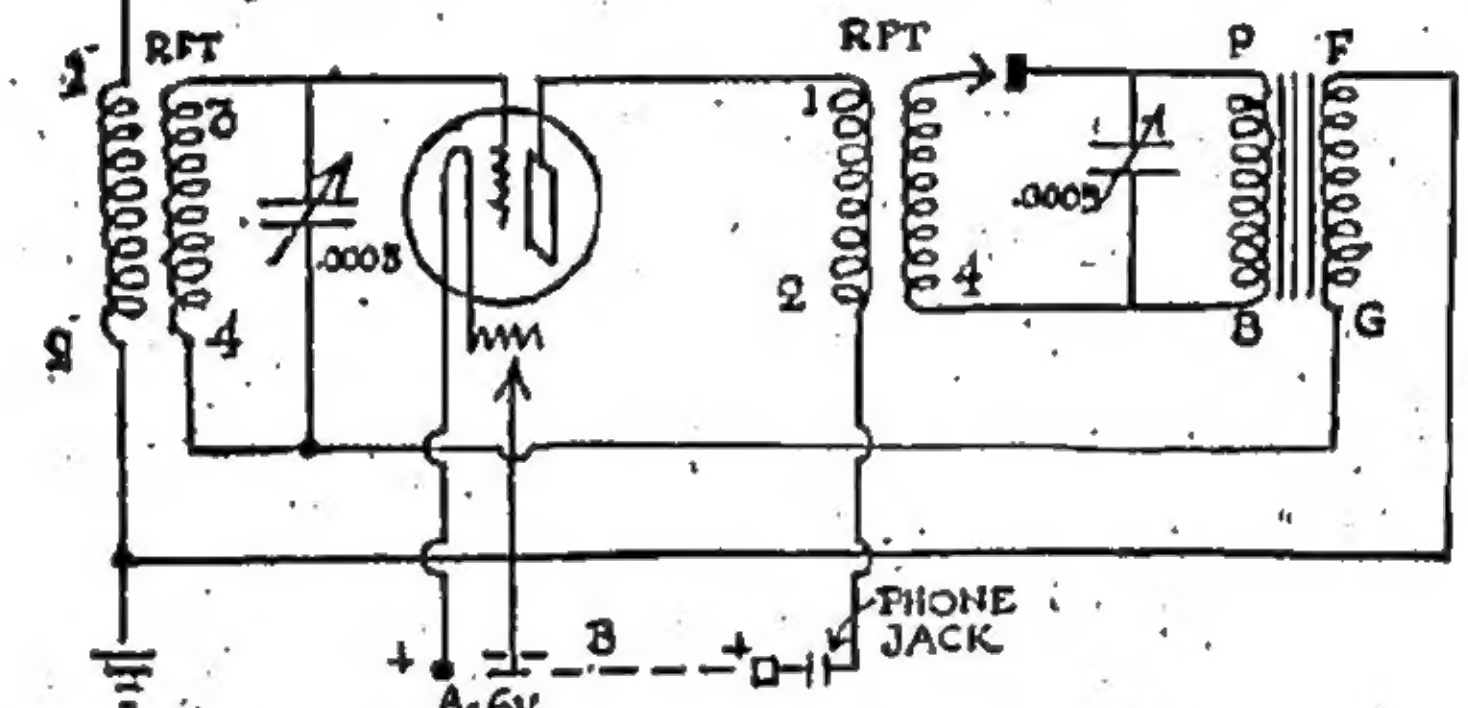
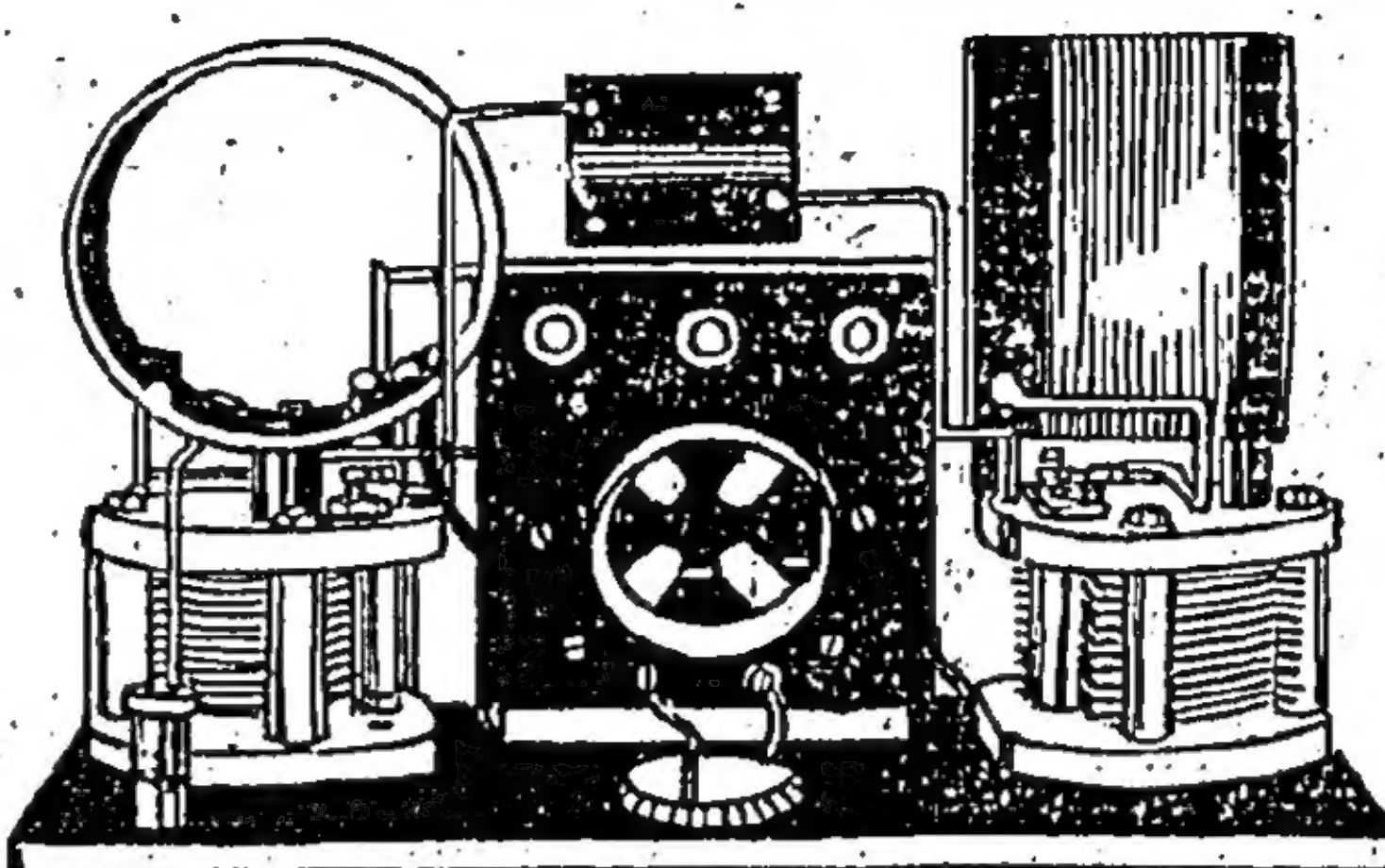
The audio-frequency transformer should be placed at the back of the vacuum tube and cross-wise, with the grid terminal near the left radio-frequency transformer and the plate terminal the other way. This makes each lead as short as possible.

The rheostat should have a resistance of 20 ohms.

FOR GOOD RECEPTION.

Tube sockets with contact points as far apart as possible are best, because this helps to cut down the capacity between the grid and plate of the tube.

Another help for better reception is the use of a thin



TOP VIEW DIAGRAM, ABOVE, OF SINGLE TUBE-REFLEX SET; HOOD-UP, CENTRE; PANEL ARRANGEMENT, BELOW.

sheet of copper to back up the front panel. It eliminates body capacity and does away with much unnecessary wiring. If this is done, be sure to keep it from short circuiting the condenser shafts, and attach all ground and negative A battery connections directly to it.

Extreme care should be taken in wiring. Joints should be soldered carefully. Leads should be as short as possible. But all corners of the wiring should be at right angles.

The crystal detector may be any kind on the market, or one you can easily make yourself.

The tube best suited for this set, it has been found, is the UV201-A, with a six-volt storage A battery or 4 dry cells in series. A UV199 tube might work just as well, with a tap off the second coil of the 6-volt A battery.

The B battery voltage may vary from 45 to 90 and even more.

OPERATION.

To operate the set, first adjust the crystal detector by setting both dials at the same point and moving the detector control until a strong click is heard.

Slowly turn both dials, at about the same positions, until a station is heard. Then turn the grid variable condenser for stronger response and manipulate the crystal for better reception.

Keep a record of the dial markings and the stations heard, to make tuning in easier later on. Clarity and selectivity depend on proper crystal adjustment.

KING'S NEW WIRELESS SET.

GIFT OF SIX-VALVE APPARATUS.

The King has now a wireless receiving set at Buckingham Palace, and will listen in to the broadcast programmes. The set has been presented to his Majesty by the British

Broadcasting Company as representing the British wireless industry. Apart from being a handsome piece of furniture it is of unusual technical design, requiring neither outdoor wires nor an indoor frame aerial.

It can be moved from room to room within the Palace and placed in any position without affecting the strength or quality of reception. The cabinet is fitted with a loud speaker. Within two minutes of the set arriving, the "Children's Hour" was being broadcast in a room, at the Palace.

A letter from the Lord Chamberlain to Lord Gainford, chairman of the B.B.C., acknowledging receipt of the apparatus conveys "an expression of his Majesty's appreciation of the set specially designed by the chief engineer of the company." It further assures Lord Gainford "of the gratification it affords his Majesty to feel that the installation in Buckingham Palace will enable

SYNCHRONOME ELECTRIC CLOCKS.

THE "SYNCHRONOME" System of Electrical Impulse Clocks

consists of

An Electrically-Driven Pendulum which operates any number of Dials. The Pendulum is combined with a simple switch so that both the time-telling and switching functions are performed automatically and in an ideally perfect manner. Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention.

They are correct to within half a minute in six months. Let us quote you for complete installation.

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LUX

It only takes a few minutes to wash your silk blouse, your silk stockings, underwear or anything dainty and "special"—if you use LUX

The thin, white, silky Lux flakes, which are made by our own exclusive process, dissolve instantly into a bubbling lather that is as harmless as pure water itself. The lather gently squeezed through the fine fabrics quickly loosens the dirt and a few rinsings make the garments beautifully clean.

Lux stands unrivalled for washing silk and other fine garments.

Lux is sold only in sealed packets—dust-proof!

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A real cigarette

When we made Chesterfield Cigarettes we tried to give smokers the highest possible quality at the lowest possible price.

It didn't take smokers long to discover that Chesterfields had just what they wanted—

That quality taste of choicest Turkish and American tobaccos blended in exactly the right proportions.

You'll say

They Satisfy



Chesterfield

CIGARETTES

LIGHT & MYERS TOBACCO CO., U. S. A., Manufacturers

THE DETECTOR.

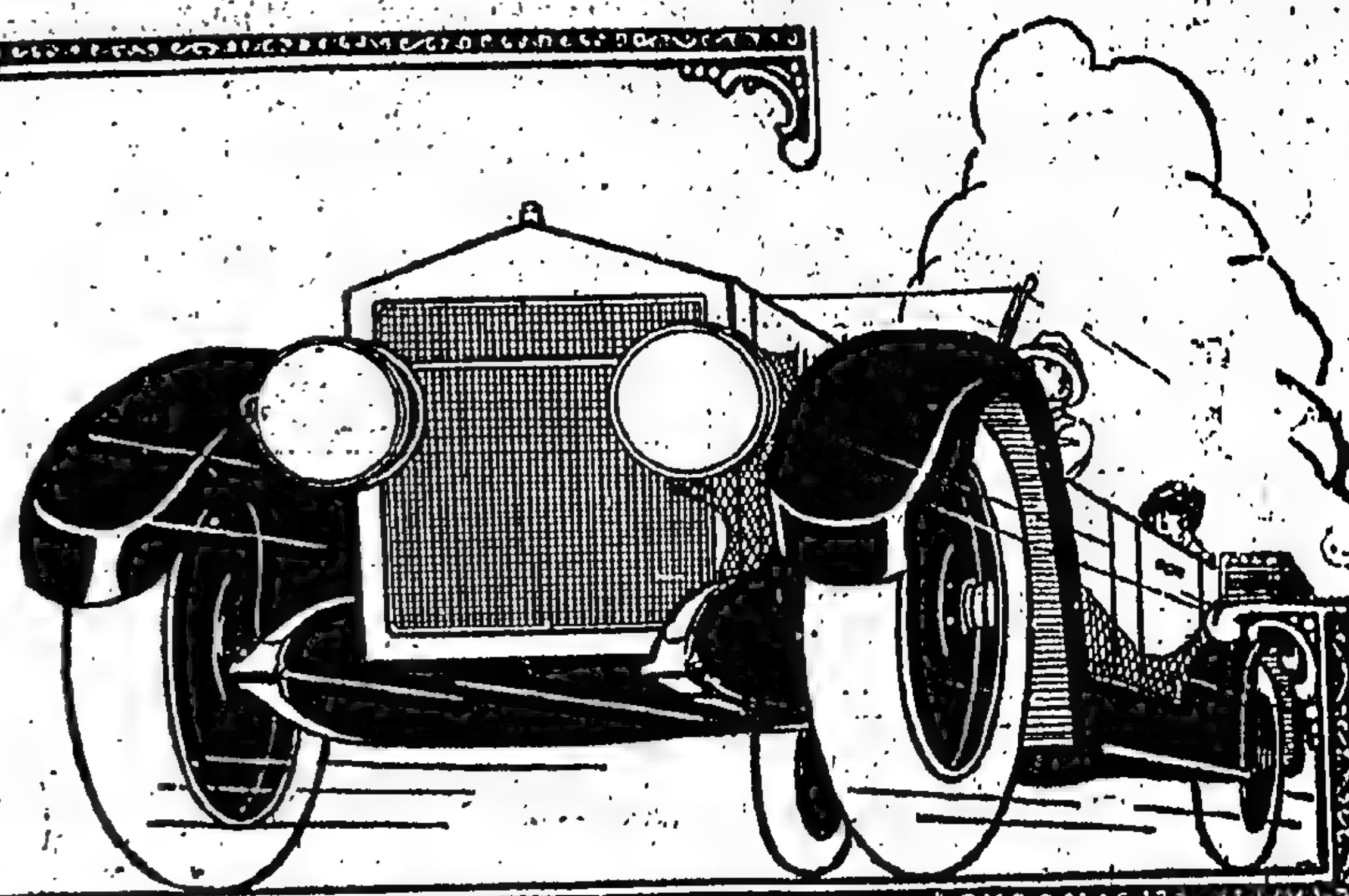
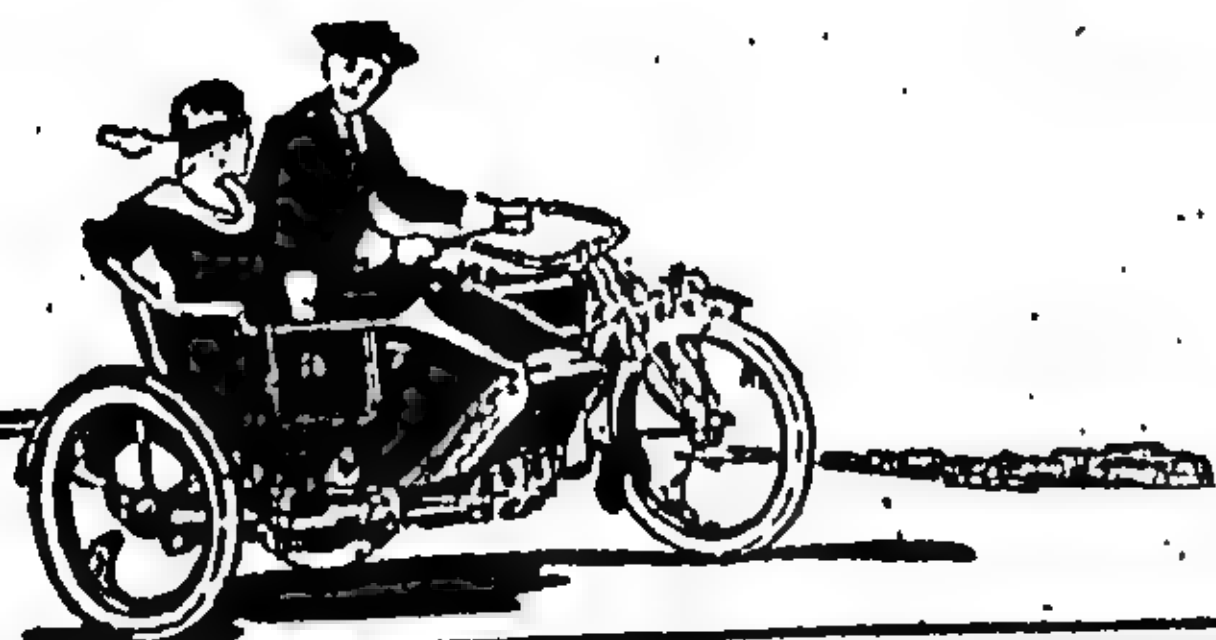


"That is WQEZ broadcasting the orchestra of Cafe Nouveau Riche."
"You don't say. I thought it was P.O.U-P broadcasting."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, the 10th. May, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

Following on the fatal collision between two of the Chung Hing Company's motor buses near Un Long just over a month ago, it was advocated in these Notes that the time had come when every public hire motor vehicle should be made subject to an official test of efficiency and suitability. It was pointed out that bus bodies are often constructed of wrong and dangerous materials, and that the efficiency and dependability of the buses is a matter of no official concern, once a bus has been passed as fit for service. Buses, can, apparently, be run until they fall to bits. There was very illuminating evidence given on this point by Mr. J. Smith, a Government motor expert, on Wednesday, during the hearing of a charge against the bus drivers involved in the Un Long crash. The vital facts brought out by Mr. Smith were:—The body of one bus was completely torn off the chassis; the hand brake was broken and covered with dust, showing that no attempt had been made to use it; and the foot brake was entirely out of order. In the case of the other bus only one brake was in working order.

Surely facts like those given above, testified to by a Government official, reveal the vital necessity of supervision on the part of the local authorities. What guarantee is there that the brakes on any one of the motor buses running in Kowloon are efficient? What measure of trust or confidence can the travelling public have, if the condition of public motor vehicles is to be left entirely to the Chinese firms operating them? In asking such questions we make no imputation that any of the buses now running are not efficiently equipped, but there surely ought to be an official obligation to make sure. We repeat, in all seriousness, our suggestion that a police officer, possessing the requisite technical knowledge, should be constituted an Inspecting Officer and vested with the power to inspect and test public motor vehicles, ordering off the road for overhaul those found to be below a reasonable standard of worthiness. Not until some such step is taken will the public be sufficiently protected.

The Hongkong Automobile Association wishes it to be known that any member who has not yet received a copy of *Asiatic Motor* for March and April, should call at the office of the Hon. Secretary, Union Building, and obtain same.

The following new members have joined the local Association during the past week:—

Li Fa-lung
Mok Hing-sum
Li Nga-shing
H. Q. Hunt.

We understand that no Chinese who desires to learn to drive a car in Hongkong can obtain a Learner's Licence unless he first of all signs a contract of service with some individual or firm as a chauffeur. In other words, no native can learn to drive unless he is already engaged as a driver. Surely, this is altogether wrong? To our mind it is an unjustifiable

attitude on the part of the Traffic Department and one inimical to the best interests of motoring in this Colony. At the present time there is a great dearth of native drivers, with the result that they are able to demand extremely high wages—much higher than they ought to obtain. Moreover, few individuals or firms are going to enter into a contract to employ a chauffeur until they are satisfied that the man has good qualifications to drive a car or truck.

There is a more serious side to the question than that affecting motor owners, and that is the side affecting the disappointed applicants. It should be open to any man in this Colony, native or foreign, to become licensed to drive. The only qualification should be that of driving proficiency, and as soon as a man has satisfied the police on that score there should be no hindering factor. But men, anxious to know how to drive and so render themselves able to earn their livelihoods as drivers, are being officially debarred from a line of employment which ought to be open to all. It should not be within the province of a Government Department to prevent a man from learning what he chooses; the only right the Department has is to confine learners to certain safe roads and to make sure that every man can drive with reasonable care and proficiency before allowing him to drive on our roads generally. A very serious interference with the liberty of the subject is being committed just now, and the sooner that interference is removed the better will it be for the good name of the Government of this Colony. Unless a man is obviously defective and unfit, every applicant for a learner's licence should be able to get one. We understand that the local Automobile Association is taking the matter up with the authorities and we hope to hear of an early reversal of present policy.

Motorists in Kowloon were highly pleased a short time ago, when the lighting of Coronation Road was effected by overhead swinging lamps, instead of by the obstructing standards in the centre of the road. Gascoigne Road is to be similarly treated, and most welcome news of all, Nathan Road will most probably, also have central suspended lamps in place of the existing standards. There can be no question that standards in the centre of a thoroughfare are an obstruction. It is true that they serve to divide the streams of traffic, but they hinder a fast car overtaking a slower one and, are more often than not very much in the way. Nathan Road would be an immensely improved traffic road if these central standards were removed.

A shipment of the "Big Six" Seven Seater Studebaker cars arrived in the Colony on the s.s. President Madison, several of which were of the new Parisian red colour. The popularity of this model is evidenced by the fact that all these cars, as well as those of the shipment before, which arrived about a month ago, were sold before arrival.

THE EYESIGHT OF MOTORISTS.

Accidents Due to Defective Vision.



A street scene looks like this to normal eyes, but the driver mentioned by Dr. Needles would have seen only that part enclosed by the dotted line. Photo of Dr. W. B. Needles in inset.

Through almost criminal negligence, says Dr. W. B. Needles, a famous Chicago oculist, we permit the piloting of high powered automobiles through our crowded streets by persons who in some instances are three-fourths blind and partially deaf.

Of course, not all accidents in which the driver declares, "I did not see him," are due to eye defects. But investigation has shown that an amazing number of them are.

But, you ask, would such a person be rash enough to drive an automobile? The fact is the semi-blind often do not know that their vision is below normal. Some of them are born with poor sight and have never even suspected that they do not see the same as others.

A cause of accidents seldom recognized lies in the weakness of eye muscles, resulting in slow eye movements. Some individuals can turn their eyes to

the right more easily than to the left. Others turn to the right more easily than to the left. Some have difficulty in turning upward, others downward and some have trouble with all eye movements.

Not only are eyes with weak muscles less efficient, but they frequently cause great discomfort and even contribute to impaired health. They sometimes induce dizziness, frontal and temporal headaches and occasionally give rise to digestive trouble and disturbance of the nervous system with far-reaching effects.

There are many cases of defective eyes for which there is no aid and which are positively dangerous to an automobile driver. A number of states require all drivers to procure special licences after physical and mental examination.

Even the most superficial examination of those who apply for drivers' licences reveals hundreds of cases among the applicants

who are totally unsafe to conduct a motor car through city traffic.

A person whose eyes reveal any imperfection is permanently unsafe to drive an automobile and when he does so is a menace to pedestrians, other drivers and himself. Periodic renewal of drivers' licences after re-examination is, therefore necessary, especially for truck and cab drivers.

A chauffeur in Providence, R.I., who had three serious collisions in short time, was found to have only one-fourth vision, and acknowledged what he called a mild case of wood alcohol poisoning some time before.

It is obvious, therefore that a system of licensing only those drivers who can meet certain minimum requirements, cannot fail to bring about a very great reduction in motor accidents. Many states have such a method in operation and others are contemplating passing similar laws in the near future.

ADJUSTING THE MAGNETO.

A CAR TROUBLE EXPLAINED.

Why are so many motorists afraid of the magneto? asks an English motor writer. I know some drivers who will cheerfully commence to readjust tappet clearances, but avoid magneto adjustment like the plague.

Yet all the magneto adjustment that can be tackled successfully on the roadside is well within the compass of the average owner-driver if he or she will only try.

An experienced motorist can usually tell whether his misfiring trouble is due to carburettor or magneto. Refusal to start at all in otherwise normal circumstances generally points to the magneto—unless the petrol is not turned on!

DIAGNOSING THE TROUBLE.

Assume that we are in trouble with ignition failure then. First, a preliminary external glance at the plugs. Are all the wires attached? If they are, don't worry about the plugs for the moment. They won't fall un-animously at the same time!

Has the wire come off the switch lead terminal of the magneto, or is it so loose that the connection may be faulty? Or is it shorting to the frame somewhere, thus switching you off?

Assuming that these points are all in order, you can then put on your most self-assured manner and tell the spectators that "The contact breaker is stuck." You are almost sure to be right.

This little difficulty crops up every now and then even in the "best regulated magnetos," and it is more likely to happen when you are near the seaside and in other damp atmospheres. You will see why in a minute.

THE CONTACT BREAKER.

Underneath the terminals on the end of the magneto to which the plug wires are attached, you will see a circular cap held on by a spring clip. Turn the spring

aside, pull the cap off, and you will see the contact breaker.

Now get the magneto spanner out of your tool kit. You will find that it fits a small nut right in the front and centre of the contact breaker. Undo this nut. After a few turns with the spanner it will come out with finger pressure, and you will see that it is a long pin. It screws into the end of the armature—but you need not worry about that. Put it somewhere where it can't get lost.

With your finger and thumb, now pull the contact breaker itself out. It generally comes away readily enough, but if it does not, rock it a little whilst pulling.

Many motorists are afraid to remove the contact breaker thinking that it has to be "timed" when replaced. Have no fear. You cannot replace it wrongly. There is only one position in which it will go back properly, and that is the right position.

On the back of the contact breaker you will see a small circular piece of carbon, attached by a light spring. Be careful not to break the latter.

WHY THE ROCKING ARM STICKS.

You will now probably find that the rocker arm is stiff on its fibre bush, and that the platinum points are either permanently together or apart unless considerable pressure is exerted on the rocker arm. The small flat spring attached to the rocker arm should be sufficient to cause a return movement when you move the rocker the other way with your finger.

If this stiffness obtains, remove the rocker from the bush, and gently reamer out the bush. You can do this with the pin which you previously removed from the centre of the contact breaker.

The bush is made of fibre, which is the reason why damp atmosphere is more likely to cause trouble. Never oil this fibre bush.

Now see that the platinum contact points are clean and flat, and replace the parts, and the trouble will have vanished.

AN UNUSUAL ACCIDENT.



This taxi suffered considerable damage when one of Washington's oldest trees fell across the spot on which the cab was parked.

A FALSE NOTE.

That it would help point-duty police, besides solving the problem of multiplicity of sounds, are some of the advantages it is claimed would accrue if Wigan Watch Committee's suggestion for the standardization of motor horns is adopted.

A distinctive sound for heavy motor vehicles, another for touring cars and other vehicles, and a third for motorcycles are recommended.

If standardization of motor-horn notes

Is ever made legal and binding, Now pretends (and rum uns) For serving a summons The active police will be finding.

We shall read, "The defendant was told by the Beak

That he'd no more tune-sones than a cat;

Ho, therefore, told him he Must fine him a 'jimmy'

For sounding a semi-sono flat.

Or else we might read that, "The Chairman remarked

To defendant he really felt sorry

To find him so lax. He Was driving a taxi,

But making a noise like a lorry."

Alive

HERE'S energy—animation—life—an insistent activity to "do the job"—there's all that about a Columbia Storage Battery.

That's why motorists everywhere speak of that Columbia "difference" in standing up with the required ignition voltage even while subject to a long starting drain that would run down the ordinary battery.

Our specialty is service, and we will prolong to the utmost the life of any storage battery you may be using. But when the day for a new purchase arrives—as you expect it to eventually—we will demonstrate "Columbia Reserve Power" so effectively that you simply will insist on putting it in your car.

"Our service at your service"

THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision

Telephone C. 3950, A. J. Allison, Service Manager

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The New ESSEX

Built by Hudson

A 30 Minute Ride Will Win You

It is an easy way to tell if the new Essex gives greater value than was ever provided at this price.

Take a ride. It has answered the question for thousands. No car we ever introduced has had such a reception. It is drawing bigger crowds. It is selling faster. Everyone is talking about it.

Priced much lower, the new Essex provides a larger, handsomer body, with even greater passenger comfort than the former Essex.

And its 6-cylinder motor, built by Hudson, gives the smoothness of performance for which the Super-Six is famous.

Has Qualities of Both Hudson & the Former Essex

In all that counts for long, Gasoline, oil and tire mileage satisfactory service at low cost the new Essex combines the most suitable details from both.

See how handling is simplified. All controls are easy, simple and sure in operation. Steering is as easy as guiding a bicycle. Its motor flexibility makes gear shifting almost unnecessary, except in starting. Note how comfortably and safely it holds even the roughest roads at all speeds.

A further cost the new Essex combines the most suitable details from both. A ride will give you a conviction of goodness and quality, such as you never expected in a car of its price.

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

Buick's Twentieth and Greatest Year

IT is now twenty years since Buick first began to manufacture and sell Buick motor cars.

Significant of Buick's achievements and position in the industry throughout these two decades are Buick's accomplishments in this, its twentieth year of existence.

During 1923 Buick built its MILLIONTH car.

During these same twelve months Buick broke all production records for cars of its class.

In August, 1923, after long and intensive research, Buick provided the public with the proved Buick four-wheel brakes—just as more than twenty years ago Buick added to motor car utility and efficiency by

producing the valve-in-head engine. And, for the sixth consecutive year, Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

Noteworthy as is this record of past achievement, it assumes added meaning as a substantial promise of an even more successful future. For, from the rich background of experience—with all of its unequalled manufacturing facilities—and inspired by a deep sense of personal obligation to Buick friends, owners and the general public—Buick will seek ever to maintain on an even higher level its position as the Standard of Comparison.

SOLE AGENTS

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

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CHARCOAL FOR FUEL.

NEW BERLIET GAS PRODUCER PLANT.

Paris, February 2—Berliet has produced a gas producer plant applied to its 15-h.p. passenger car chassis, having a four-cylinder engine of 3.5 and 5.1 in. bore and stroke and using charcoal as fuel.

The gas producer, which is the invention of Engineer Impert, differs from others of the same general type by reason of its

small dimensions, which allow it to be carried at the rear of a passenger car chassis. The external dimensions of the plant are 23 x 23 x 30 in.

The gas leaves the producer at the very high temperature of 1400 degrees Cent., and is reduced to 60 or 70 degrees before entering a scrubber composed of metal cuttings soaked in oil. The standard Berliet engine has undergone no other change than an increase in compression.

With gas produced from charcoal the power loss is about 25 per cent. but it is believed that a

portion of this loss can be recovered. The economy in fuel costs is 80 per cent. and while there is a loss in speed, pick-up is declared to be as satisfactory as with gasoline. An official ceremony, attended by the military and local civil authorities, marked the appearance of this new vehicle.

"Sometimes we despair of seeing the world made safe for democracy, and would be content if only the highways could be made so."

CHEAP MOTORING.

HOW PRICES COMPARE.

Within recent years a great deal of talk has been circulated about the shrinkage in the purchasing power of the dollar. Says a writer in the U.S., but in spite of the condition which actually exists, it is possible for the public to buy more in automobile value than could be purchased ten years ago. That this is true is borne out more clearly by a survey of commodity prices recently compiled by the National Automobile Chamber of Commerce.

INTERESTING FACTS.

It is enlightening to note from the report that a buyer can purchase \$1.11 worth of automobile, \$1.01 worth of gasoline and \$1.23 worth of tires for a dollar of today as compared to that of 1913.

Based upon figures from the various governmental bureaus and private statistical departments, this survey comes as an authoritative compilation and serves to prove why the industry is enjoying increased activity. According to the N.A.C.C., better highways and the general need for a motor transportation account for large share of the increase in motor vehicle registration, but this is further augmented, the industry feels, by the fact that the public realize that a dollar will buy more in motor products than in most other lines.

MOTOR CARS BETTER BUILT TO-DAY.

Stop also and consider that the current models of motor cars and the present types of tires are far better than ten years ago even at the lower prices which prevail at the present time.

The pre-war dollar is worth only 61 cents to-day in the general cost of living. It is worth but 51.8 cents in clothing, 68.5 cents in food and 61.2 cents in rent. In view of all this, the automobile industry has met the problem of higher labour and materials and taxation expenditure by the economies of large scale production, and reducing prices, feeling that the public would respond to exceptional value.

TO AVOID COLLISIONS.

When driving at a speed of 18 to 20 miles an hour, never permit the car to travel less than 50 feet back of the car ahead. At this distance sufficient space is allowed to stop in case the driver ahead should halt suddenly without a signal.

INSPECT THE CAR WEEKLY.

A thorough inspection of automobiles each week is advised by experts. This may appear unnecessary, but often results in the locating of minor difficulties which eventually might cause costly repairs.

FOUR-WHEEL BRAKES.

INTERESTING COLLEGE DEBATE.

When the sparks ceased flying, after a hot debate in the public speaking class of the Tacoma City College one night recently, another point had been settled in the affirmative in a class of 30 men under the leadership of E. G. Harlan, dean of the school. The question was—"Resolved: That four-wheel brakes are superior to two-wheel brakes." More than two-thirds of the men of the class, who were judges, voted in favour of the four-wheel brakes.

C. A. Bussard of F. D. Hill & Co. and Paul Scava of the Rainier National Park Company were the winning debaters. Opposed to them on the negative side of the question to argue were H. E. Osborne of the Rainier National Park Company and R. W. Anderson of the Wheeler-Osgood Company's sales department. So intense was the interest in the debate that it is likely that a general debate on the same subject by leaders of all the Tacoma City College speaking classes will be held in the future at the Chamber of Commerce.

Mr. Bussard and Mr. Scava made a thorough study of their subject. First they went into the mechanical principles of the Buick four-wheel brake construction. They assembled facts and figures on brakes, their care and usage. Then they took a demonstration of how Buick four-wheel brakes perform on hills, on slippery streets and in traffic. Finally they analyzed the attacks on four-wheel brakes by those manufacturers who did not use them and tore those assaults to shreds.

No debate held at the City College since its inception has aroused the interest manifested in this subject which has stirred the motoring world.

A TIP FOR STARTING.

When using the choke for starting, try not to flood the cylinders with pure gasoline, so that no explosion can take place. Two complete revolutions of the engine with the choke rod out will charge every cylinder with gas. After that, the longer the choke rod is out, the less chance of starting.

"Did you see anything interesting on your tour last summer?"

"I did," answered Mr. Speedster. "I razed on the boundless prairies of the West. It filled me with awe not unmingled with regret to see that magnificent lot of parking space going to waste."

First Cannibal—"The chief has hay fever."

Second Cannibal—"Serves him right; we warned him not to eat the grass widow."



1924 LIGHT SIX FIVE-PASSENGER TOURING CAR

Price \$2,700

Completely equipped. Colour, Green or Black. New Models Arrived.

Before deciding on your car obtain specification And let us demonstrate a 6 cylinder Studebaker.

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YEP! That's a fact—Accessories, Spare Parts, Magnetos, Columbia Batteries, Texaco Oil, Texaco Grease, Texaco Gasoline, Acme Quality Paints and Varnishes, "Most Miles Per Dollar" Tyres and Tubes (Firestone — you know 'em).

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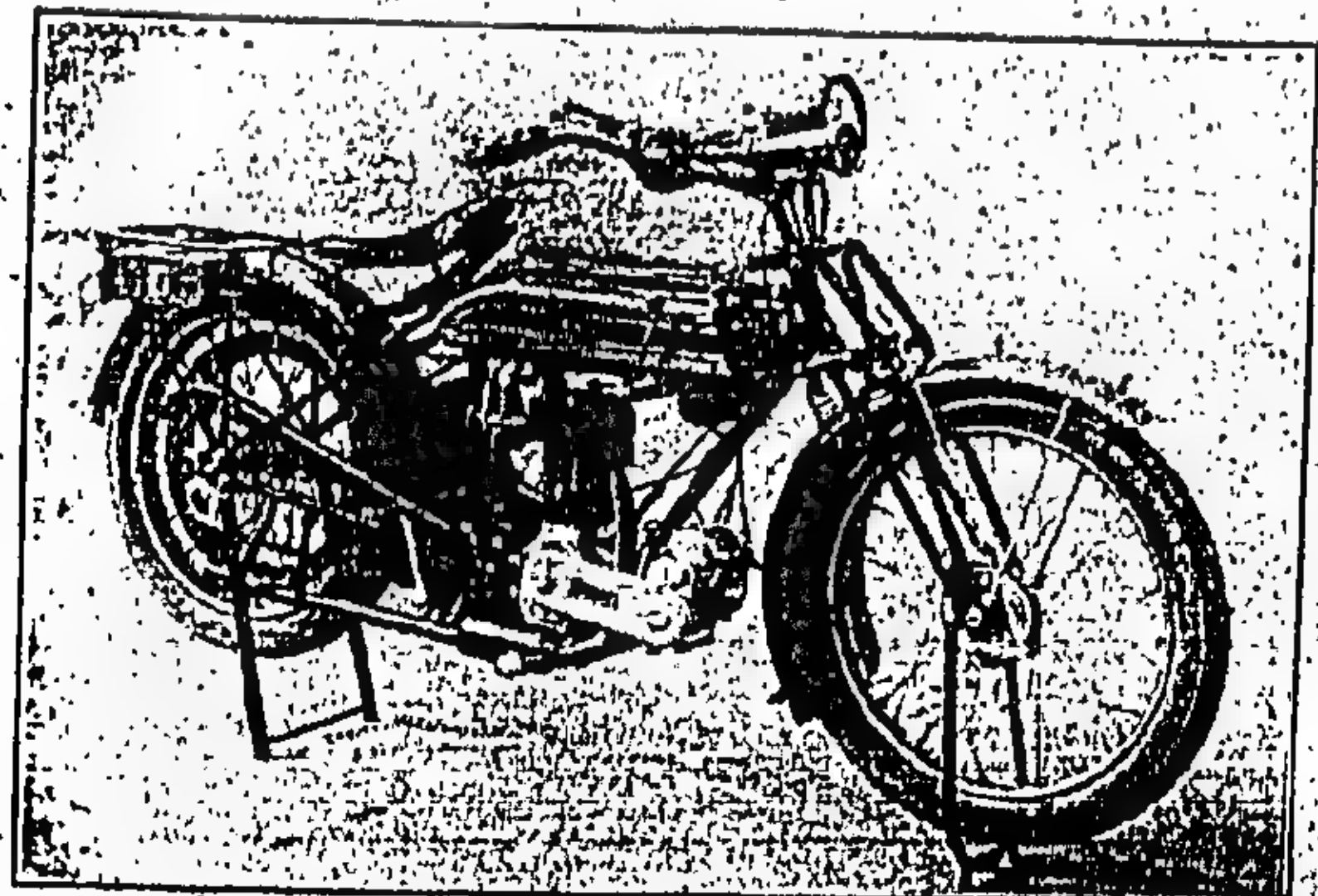
TRIUMPH

The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:—

* 5 1/2 h.p. Model S.D. Dynamo\$800.00
4.99 h.p. Model R. O.H.V. Dynamo.....\$880.00
2 1/2 h.p. Model L.S. Dynamo\$675.00
2 1/2 h.p. " L.W. "\$585.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

* Delivery from Stock.

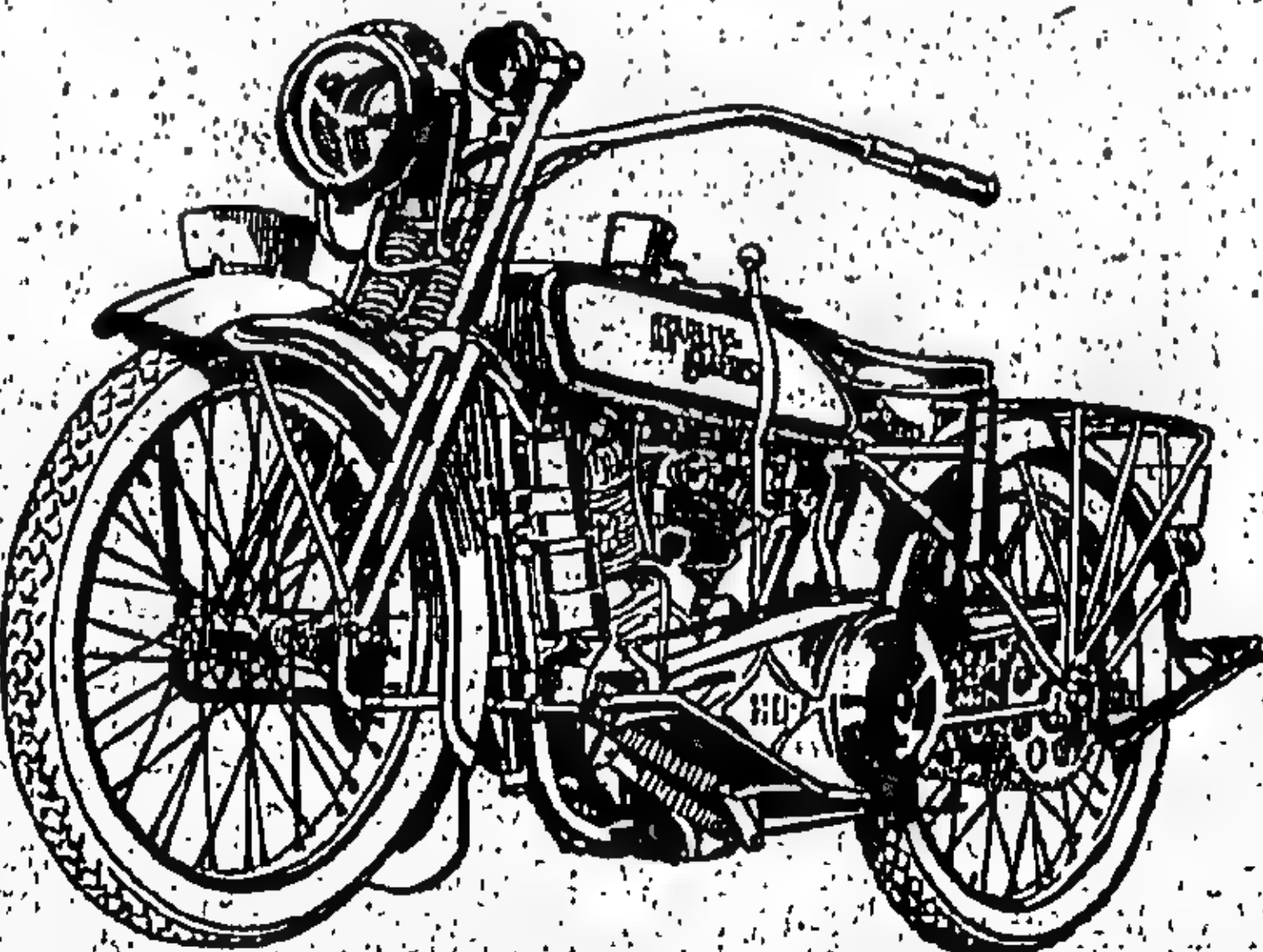


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HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY SHEWAN TOMES & CO.

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EXCEPTIONAL RIDING COMFORT

The new Dodge Brothers Touring Car is exceptionally comfortable to ride in; it is good looking; and it incorporates many important refinements of detail.

The body is longer and lower, eliminating side sway, affording more leg room, and enhancing the beauty of the lines.

Deeper seats, long underslung rear springs and longer front springs, give ample assurance that cross country touring can be enjoyed without weariness or fatigue.

Yet with all these improvements, and many others, it is still fundamentally the same car-built on the same chassis and powered by the same sturdy engine.

STANDARD MODELS—Complete with five disc wheels and five Cord Tyres:

3-passenger Roadster \$2,400
5-passenger Touring \$2,450

SPECIAL MODELS—Complete with Nickel-plated Radiator Shell, Cowl Lights, Nickel-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scuff Plates, Motometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:

3-passenger Roadster \$2,650
5-passenger Touring \$2,700



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ACCURACY PAYS.

WHY COSTS CANNOT BE OUT.

"Is extreme accuracy really necessary in a motor-car, and if so, why? Could not a much cheaper car be produced if less money were spent in the 'extreme accuracy' we read so much about? And could not such a car give reasonable satisfaction and reliability in use to the many thousands of would-be motorists who do not want the last word in refinement?"

After asking these very sane questions, my correspondent, says a Home writer, must have had a twinge of the gout—or received an income tax demand—as he proceeds to more wrathful tirades against what he terms "wholly unwarranted refinement"—and demands the aid of my pen in their suppression.

But I wonder whether he would really appreciate their suppression if it were brought about? If it were, I think we should once more find him "agin the Government."

IS ACCURACY EXPENSIVE?

It would, of course, be possible to produce a very much worse car than any of current repute, and yet get reasonably good service from it. But where this correspondent is divorced from accuracy is in the belief that exactness of measurement is vital to costs of production. It is not.

If you want to cheapen a car you would use inferior quality material and inferior coachwork. So long as you are going to stick to your limits of accuracy on a production job it makes mighty little difference whether that limit is "plus or minus one-thousandth," or "plus or minus five-thousandths."

PITY THE POOR PISTON!

Talking about pistons and their accuracy of fit, I wonder whether you ever stop to think what they are doing when you sit calmly in the place of honour, and "tread on the gas"—Americanese for "accelerate"?

Do you think how vital the accurate fitting of the gudgeon pin is?—"gudgeon pin" is mechanicalese for "little end."

Each piston has to come to a dead stop some 4,000 times a minute from an average speed of 15 m.p.h. and a maximum speed of well over so much higher. I say "over so much higher" because I've calculated the maximum speed: three times and got a different result on each occasion—and, at the time of writing, tempus is fugiting!

Similarly each piston has to accelerate from zero speed to maximum some 4,000 times a minute at ordinary car speeds. This means "some acceleration," as it has to be done in 0.0015 of a second.

So, apart from the general argument of the cost of accuracy being by no means exorbitant, you can readily recognise how important accuracy of fit is in such parts as gudgeon pins. A little undue play there would play havoc with durability. And it is much the same with most parts of a motor car. Accuracy pays—hands down.

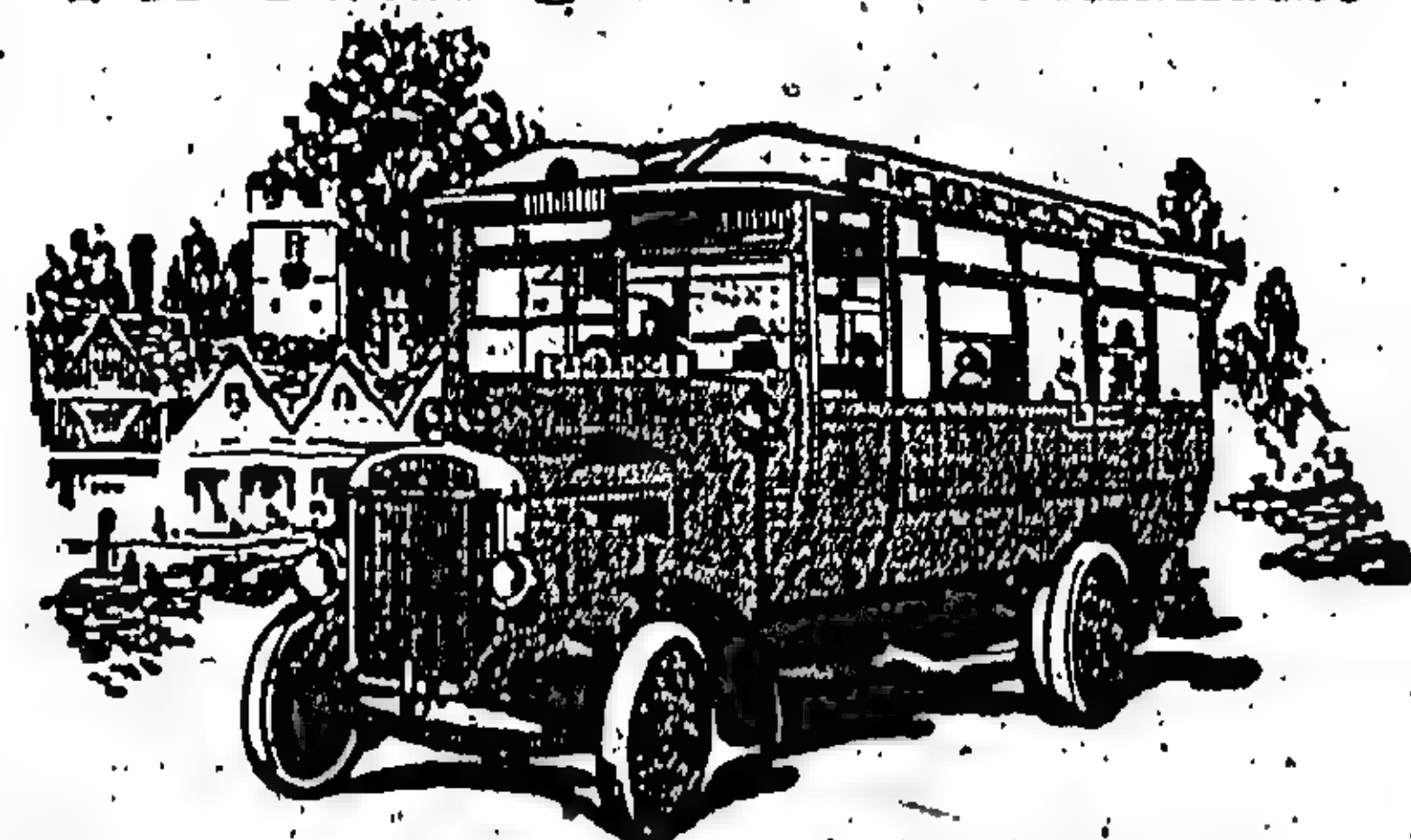
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2 TO 6 TONS



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BUY!

BUY!

BUY!



WHY?

WHY?

WHY?

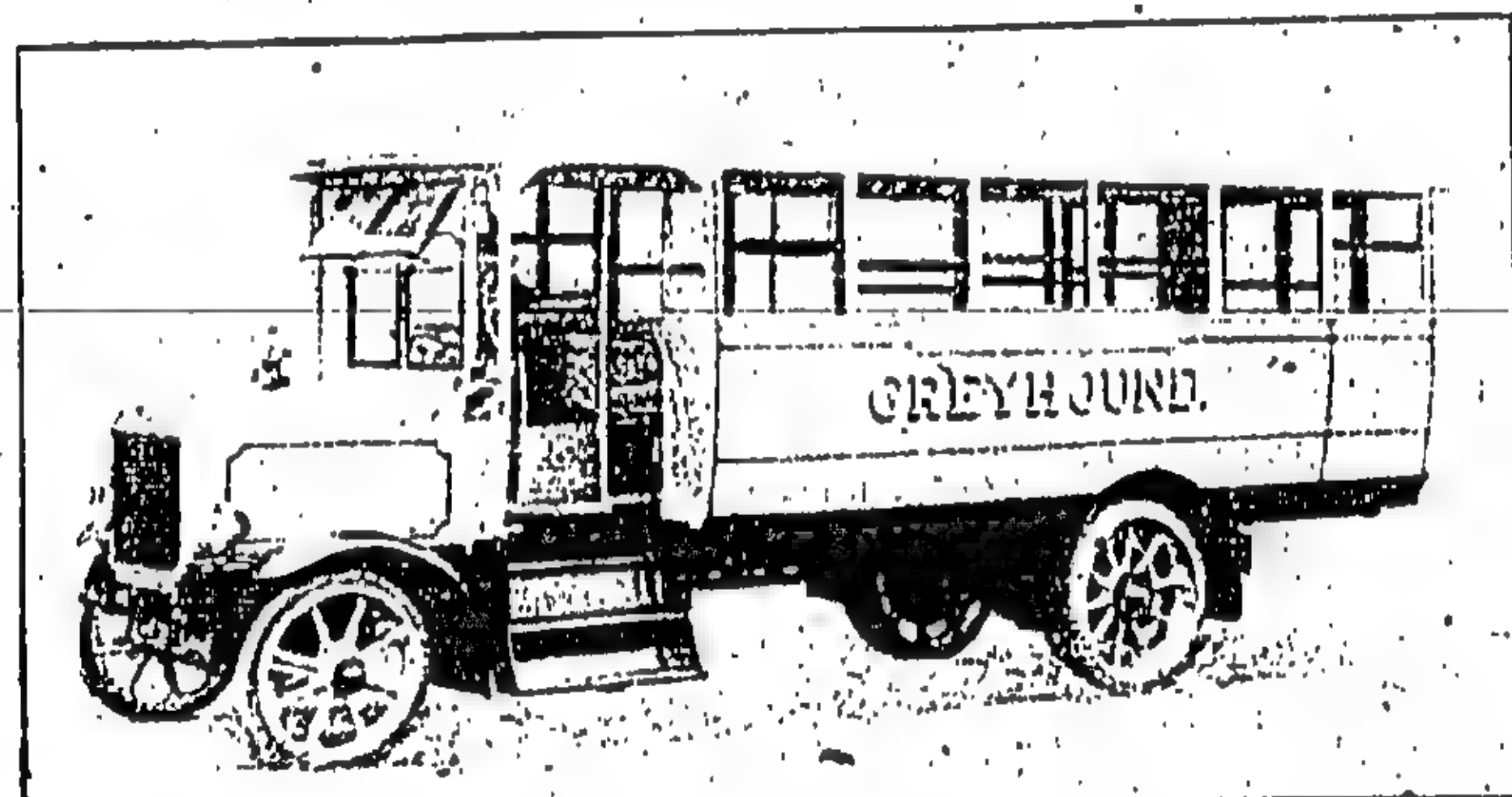
Because you get a Touring Car,
Runabout, Sedan or Truck
AT ONCE.

You don't have to wait for either
cars or parts when you place
your order with—

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After June 1st.
at
6, Queen's Road
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Building.

Authorised Ford Dealer,
No. 2 Queen's Road,
Central.



IN these days, when first cost is often a decisive factor, choice is made easy, if a low initial outlay will secure an absolutely reliable vehicle that is world famous for its efficiency and durability, for its economy in operation, and its record for continuous service.

The present prices of the "DENNIS" Commercial Vehicles are but little higher than pre-war prices.

Sole Agents—

Alex. Ross & Co.

(China) Limited.

Bank of China Building, Duddell St.
Telephone C2487

DENNIS

Dennis Bros. Ltd.

Guildford, England.

SHELL
gives a sense
of security
based on
proved merit

OTHER Motor Spirits the world over, aim at being "as good as Shell"—a worthy compliment. You get more power and greater mileage to the gallon from Shell Motor Spirit, because it comes straight from nature rich in aromatics and naphthenes.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

INDISPUTABLE PROOF

of Dunlop superiority is contained in the fact that practically all the makers of the best English Cars CHOOSE.

DUNLOP

CORDS

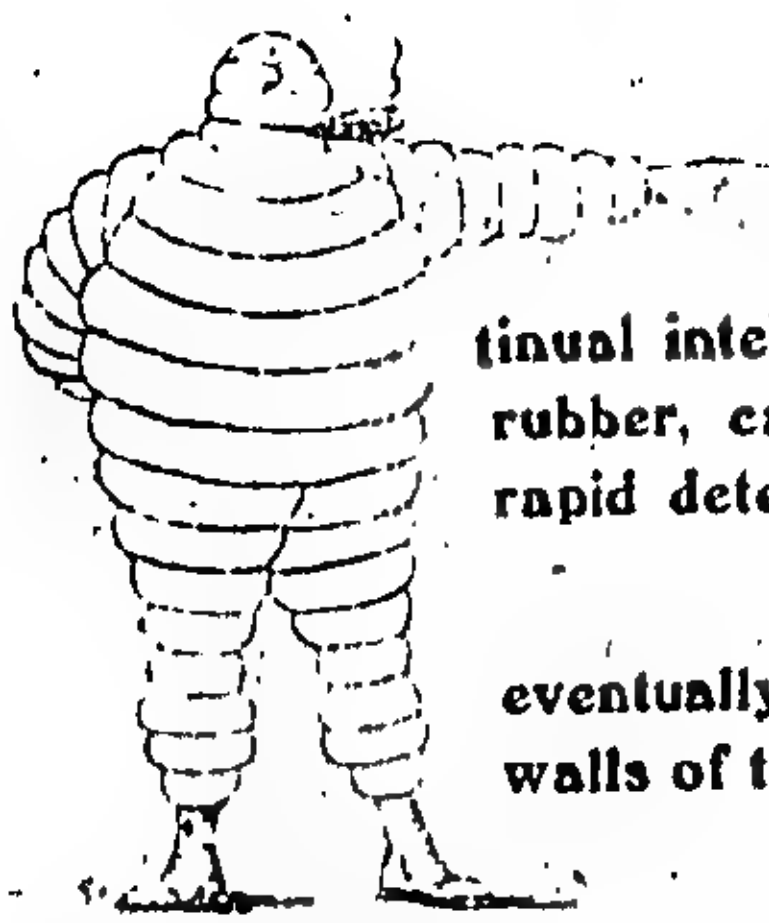
as standard equipment—
FOLLOW THE CAR MANU-
FACTURERS' LEAD, . . .
they know!

THE DUNLOP RUBBER
CO., (CHINA) LTD.

Phone C 4554 St. George's Bldg. Hongkong. Prices on application.

Also obtainable from stocks carried by the Tanjong Co.'s Branches at Hongkong & Kowloon, also by J. Gibbs & Co., Alexandra Building, Sundays & Holidays, Central 4554.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

The Earl of Haddington M. C.
The Earl of Bevington
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E.,
/K.C.B., K.C.V.O.
Lt. Col. C. Winterdale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Marlborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

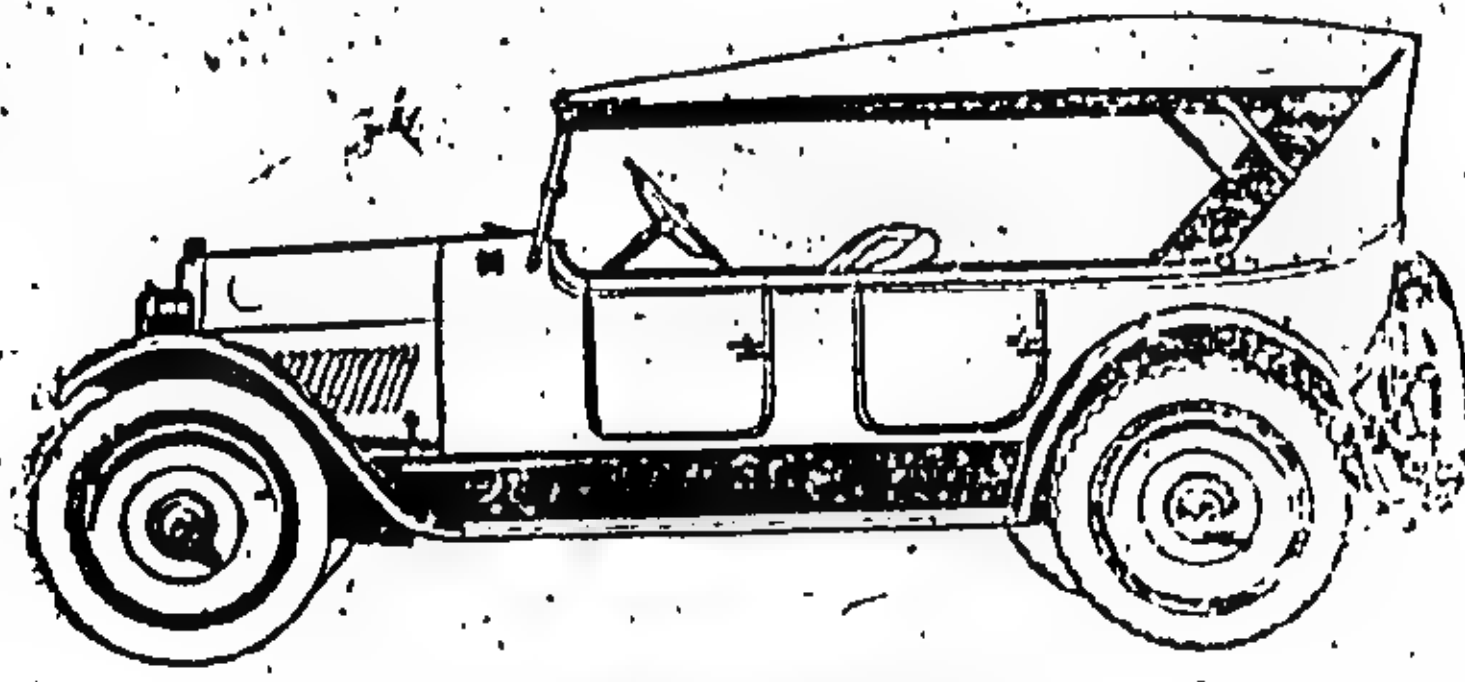
Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.

Sole Agents for South China.

2nd Floor, St. George's Building.
Tel. No. Central 1264.

Oldsmobile



Price \$2,500 fully equipped including.
Ditto Wheels, Spare Cord Tyre & Tube, Double-Bar Bumper.

The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 3491.
Distributors.

OUTPUT OF MORRIS CARS.

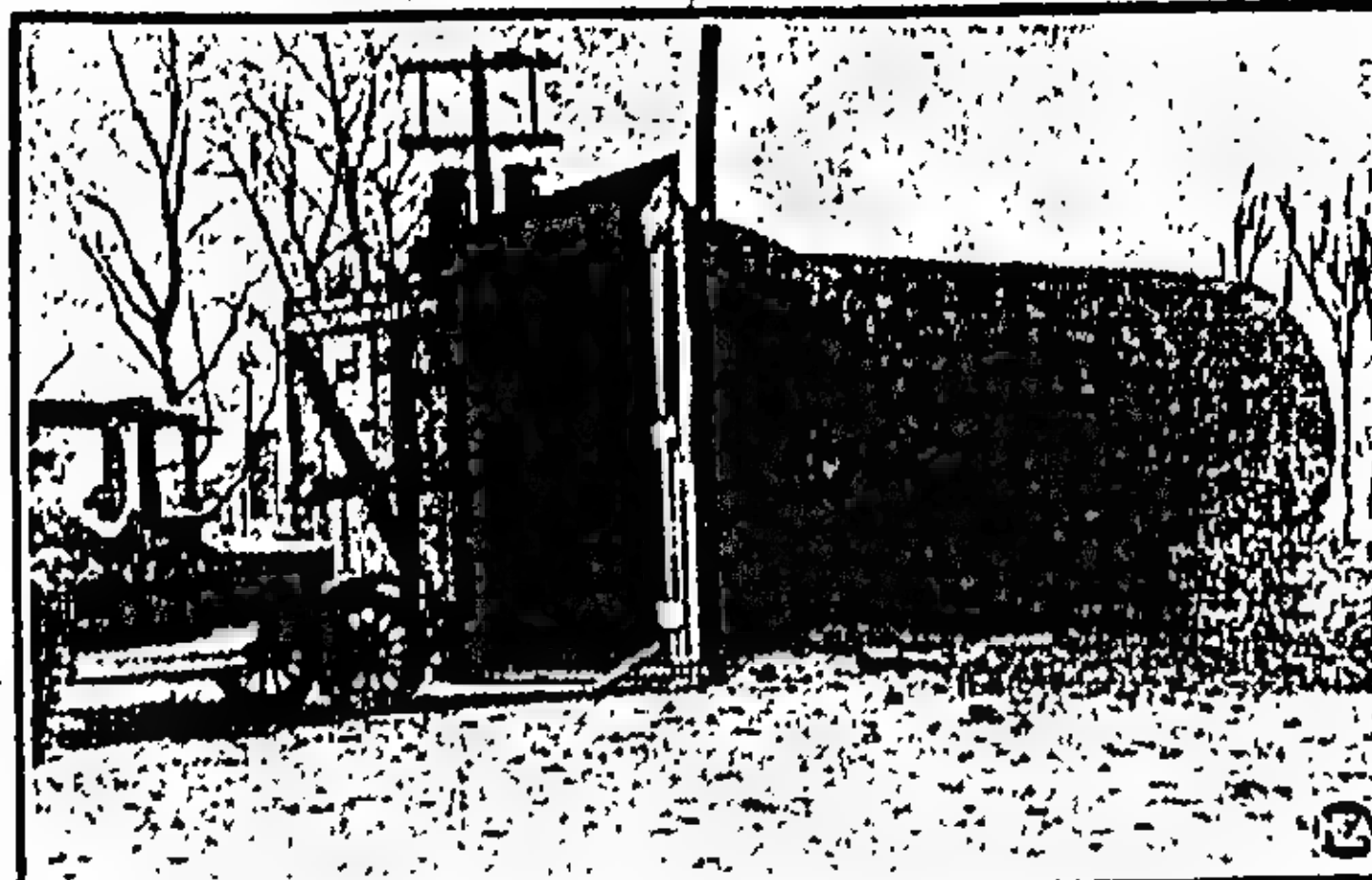
We are informed that recently a record day's output of cars, viz. 175, was delivered, the weekly production now having reached 800 cars, while the factory is ahead of its schedule of 35,000 cars for the year.

"Modernists will perhaps discover that the Garden of Eden scandal was really caused by an oil leak in Mesopotamia."

"John D. Rockefeller, junr., says love is the greatest thing in the world, but it is John's good luck that fond words alone never kept a motor going."

In 1910, New York motor buses carried 6,500,000 passengers. Eleven years later the buses had risen by 610 per cent. in popularity, when they carried 51,000,000 passengers.

FUNNEL AS GARAGE.



The historic shipwreck of the U.S.S. "Maine"—of Spanish War fame, has been made into a garage. It is in Philadelphia and it holds two cars.

USE YOUR EYES.

A MOTORING DUTY.

As the athlete trains his or her muscles, so must the motorist train his or her eyes; if you do not, you will never be "the complete motorist" in the full Safety First interpretation of the ideal, says a Home writer. We do not want to get into too deep waters on this question but I think I shall carry the House with me in saying that all accidents and "close shaves" are primarily governed by two factors—Time and Speed. I think we can pass that without a division, n'est-ce pas?

WHAT 30 M.P.H. MEANS.

Having passed the rubicon, we may now turn the waters of deductive logic on to these twin winners and study their inter-relationship, and as each is a primary dimension in our particular case, we can leave friend Einstein alone.

We want the greatest dimension in the art of reducing accidents. We have accepted as a premise that Time and Speed are the primary factors. Most motorists have a fairly shrewd idea of the importance of the speed factor. Let me try and teach you the even greater importance of the time factor.

Let us then get these twin sinners down to a lowest common denominator—or something akin thereto. You know what a speed of 30 m.p.h. is like. But do you know (you don't) that it means your car travels 44 feet each second?

With all the forensic force of silent speech, do please let me impress that fact on your mind: 30 m.p.h. equals 44 ft. per second.

VITAL FRACTIONS OF TIME.
Even when we set out our twin dimensions in that simple guise, it makes you sit up and say, "Does it, really? I should never have thought it."

But, please, do think it—and think it hard. And now, think again. That last accident or narrow squeak of yours? If there had been another 6 ft. to spare it would have been quite all right eh?

I thought so—and that is precisely where the vital incidence of the Time factor enters into all these matters. You must train to watch Time as well as Speed.

The 6 ft. that would have spelt a comfortable degree of safety, instead of an accident or a close shave, are represented in Time (at 30 m.p.h.) by the one-seventh part of one second.

Therefore, you must so train your eyes that they know where to look for and how to save not merely seconds, but, literally, fractions of a second. Your eyes must act on the Offensive—not merely on the Defensive.

EYES MUST TAKE THE OFFENSIVE.
Just pop in the car with me for a short run. Here we are at a merry (and thoroughly reasonable) 30 m.p.h. See that blind corner on the left in front? Do you notice how already 100 yards before we get to it my eyes are searching it?

I've still got a perfectly keen straight ahead vision, but I'm searching that corner actively, not defensively. If a car is coming out, I shall know before half of the bonnet has passed from the hidden stage to the visible stage.

But if I was only using my eyes defensively, probably three-quarters of the car—possibly the whole of it—would have to pass the blind edge of the corner before the mere bulk of the obstruction forced my attention.

And I should (assuming that car to be coming at a reasonably slow speed from a minor road) have lost Half a Second of Time—which, to our car, means 22 ft. of distance in which to have started emergency activity if it is needed.

I hope you've got that point?

PREVIOUS RECORDS BROKEN.

DODGE BROTHERS BIG OUTPUT.

Since December 1st, Dodge Brothers dealers have consistently broken all previous records for delivery of cars to customers. Materially increased factory capacity and unusual demand for their new line of cars has made this performance possible.

In December, January and February retail deliveries to customers were 32 per cent. in excess of any similar quarter in the history of the business. Following this, retail deliveries for the first two weeks in March have been over 4,000 each week, which is the first time this figure has been reached so early in the year. Each week's deliveries establishes a new high record.

Factory production in December, January and February totaled 54,521, 25 per cent. greater than the same months of last year, which was Dodge Brothers peak for these months. Daily production in March is averaging virtually nine hundred cars per day.

The constantly climbing delivery records, coupled with increasing production, lead Dodge Brothers to believe that the first six months of 1924 will total by far the greatest six months in the history of their business.

BEARING BUSHINGS.

NOW MADE INTER- CHANGEABLE.

An automobile engine's crankshaft is of hard metal, with its surfaces ground and polished to a very smooth finish, and it runs in bearings bushed with relatively very soft babbitt metal with the result that the wear upon the shaft itself is exceedingly slight, so that its bearing portions retain their dimensions practically unaltered, even after very long use. It is the soft babbitt bearing bushings which suffer most of the wear and in time develop looseness. These bushings are made in halves, which are held together, around the shaft, by a bolted cap. Between the halves of each bushing is a series of very thin metal sheets or shims and by removing one or more of these the halves of the bushing can be drawn together more closely and any looseness which may have developed, between the shaft and the babbitt surfaces, can thus be removed and a properly tight adjustment again secured; but this is in practice a very fussy job requiring much of a mechanic's costly time. With labour costs as high as they now are, bearings adjustable by means of shims are becoming obsolete and their place is being taken by inadjustable, shimless bearing bushings of dimensions standardized to the shaft with which they are to be used so that instead of having main and connecting-rod bearings tightened up, when excessive wear has taken place, the worn bearings are removed and discarded and new ones, of standard crankshaft size are substituted for them, with a considerable saving in labour cost. Another reason for this innovation, lies in the increased use of high pressure lubrication, with oil distribution from the main bearings through channels drilled in the crankshaft, to the connecting-rod bearings. This system requires freedom from oil escape between the bearings and the bearing portions of the shaft, where oil enters the distribution channels and the presence of hard metal shims, between the halves of the bushings tends to increase leakage, while with shimless bushings the intended flow of oil is rendered much more positive.

THORNYCROFT CUP.

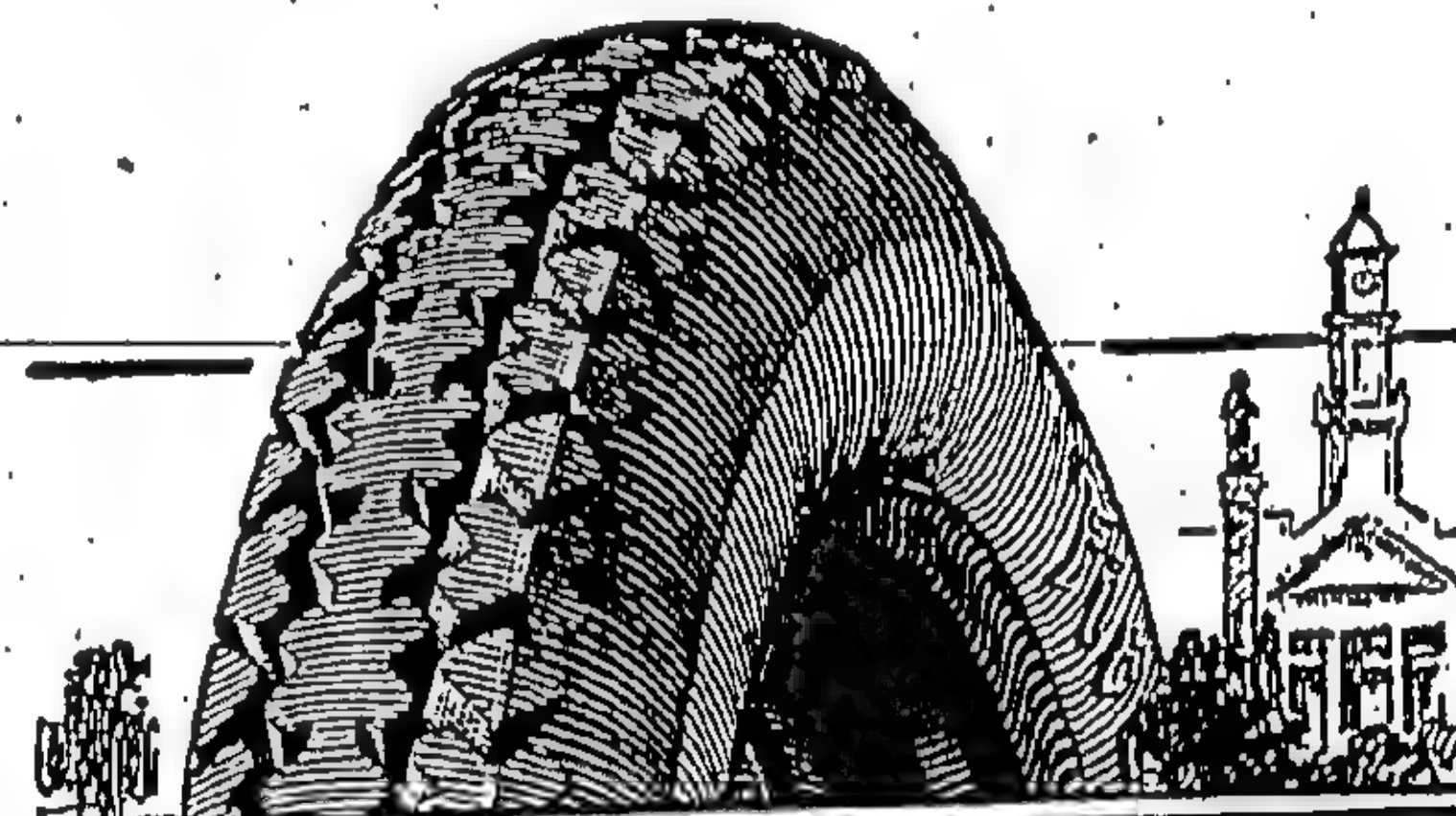


Above we reproduce a photograph of the Thornycroft Cup, which has been donated by the well-known motor firm of that name for a competition regarding the best kept Thornycroft Lorry in service in this Colony.

As was recently announced by the Garage Department of the Hongkong and Shanghai Hotels, Ltd., who are local agents for Thornycrofts, the cup will be awarded to the owner of the best kept and conditioned Thornycroft lorry in the Colony, whilst the sum of \$100 will be given to the driver of the vehicle. The idea behind the presentation is the encouragement of owners and Chinese drivers to take a pride in looking after their vehicles, and the awarding of such a handsome cup and so substantial a sum of money should do much to encourage thoughtful up-keep and careful driving.

The date and particulars of the competition will be announced later.

Balloon tyres are not being made as fast in the States as the spring supply will demand. An important cause is the lack of agreement of manufacturers to standardize on sizes and methods of manufacture.



Comfort, Safety

And Long Mileage

ONE reason why more and more motorists turn every year to Firestone Cord tyres is the comfort which the live, buoyant body of the tyre provides.

Another is the sense of security which comes from the staunch resistance of the cross and square tread against skidding.

Comfort and security are definite Firestone advantages, added, always, to the economy of

Most Miles per Dollar

Firestone

The DRAGON MOTOR CAR Co., Ltd.

26 Nathan Road, Kowloon

24 Des Vaux Road, Hongkong

Show Room & Service Station (Happy Valley)

Kowloon 226.

Central 482.

Central 8950.

(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses.)

THE FUTURE LIFE: II.

By the Rev. G. R. Lindsay, M. A.

It is impossible to believe (man's reason forbids it) that there is no world to set right the wrongs of this one. "The best men are subject to disease, the worst revel in pleasure, saints are crucified, sinners wag their heads in derision. Millions never have a chance, and the bad often succeed." If this world is all, the author could not be just. But it is unthinkable that Christ and Barabbas, Paul and Nero, Joseph and Florence Nightingale should drop through the blind trap of death to annihilation. The injustices of life need a realm "Where the work of life is tried by a juster Judge than here."

But supremely there is the assertion of love with the instinct of Eternity, in its heart, confident that death cannot finally come between.

Dear friend, thou canst not die:
Mine, mine for ever mine:
Far off thou art, but ever nigh:
I have thee still and I rejoice:
I prosper, circled with thy voice:
I shall not lose thee tho' I die.
That is not mere poetry. It is the expression of the instinct and deep conviction of the human soul. This was Tennyson's argument of the soul for immortality after the death of his friend, Arthur Hallam. It was impossible for this deep love to have been called into being but to be quenched. It demanded eternity.

These are all human arguments. They have their weight and for many they are enough. Few fact that God calls us to personal love and fellowship is a sure pledge of immortality. I know but little of "the other side," of death, but this I do know, that through death and into the life of God, based on his hopes of future life on what they separate us from the love of God which is in Christ Jesus Our Lord.

COMPANY MEETING.

THE SIMPLEX PLASTER COMPANY, LIMITED.

The statutory meeting of the Simplex Plaster Company, Ltd., was held at the offices of the Company, 2nd floor, China Building, yesterday afternoon. Mr. Carl B. Shank presided, and there were also present Messrs. C. E. H. Beavis, Chau Yue-teng, Charles L. Shank, Edward D. Shank, W. C. Mark, Wong, Tak-yung, Ng Bok and O. B. Raven.

The notice convening the meeting having been read, the Chairman said:

This meeting is held under the provisions of the Company's Ordinance of 1911 which requires a report of the position of the Company to be laid before you within three months from the date of incorporation of the Company. The report has been duly circu-

lated among the shareholders, and it contains particulars of receipts and disbursements since the Company was authorized to commence business to April 24th, being the date the accounts were closed for the purpose of preparing the report.

This is all the business to be undertaken at this meeting; but may, however, take this opportunity of informing you that contracts have been entered into for the purchase of the necessary materials for the manufacture of Simplex plaster. Further, your Directors have been fortunate in securing the services of a leading expert in the manufacture of plaster and gypsum products. I am, therefore, in a position to state that the preliminary arrangements have been satisfactorily concluded.

If any member has any questions to ask, I will do my best to answer them.

There being no questions, the meeting concluded.

CONSIDER YOUR FOOD.

Diet, in the belief of Mr. Mann, was something fat women did to reduce, while doing their daily exercises.

Quite unknown to most people, there is a definite basis for diet arrangement, based upon the very chemical components of the human body.

Thus various food salts are essential for all living tissues and for the bones. By salts is meant, not table salt, but organic combinations of lime, magnesia, phosphorus and other elements.

Vitamins are absolutely necessary for the nourishment of the body. Little is known of them other than that they exist in fresh, uncooked foods; that the water soluble is heavy in spinach and greens and that milk and cream are heavy with the fat soluble.

Cellulose gives bulk to the food mass and stimulates stomach activity.

Starch, when digested, becomes sugar. It is most abundant in nutrients.

Sugar is found in most fruits and has definite value when properly indulged in.

Proteins contain carbon, hydrogen and oxygen and nitrogen; carbohydrates and fats are the fuel of energy-giving foods. Certain minerals are needed in small amounts, and water is highly essential.

KEEP AN EYE ON YOUR FOOD.



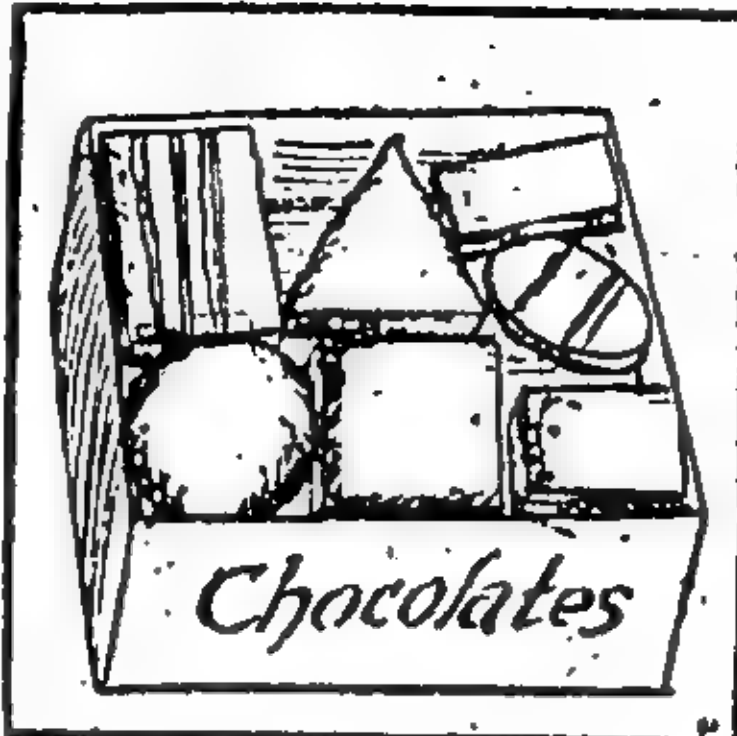
THE WORLD FLIGHTS.

FEARS FOR THE AMERICANS.

Paramashiru, May 7.—A terrific hundred mile storm in the region of the Kuriles lasted more than a day, and except for the skillful seamanship and courage of those commanding, must have destroyed the Japanese and American destroyers. The storms having extended beyond the time they should have abated, the outlook is bad for the American fleet, who are expecting to hop off from Atka to Atu at the earliest possible moment.

The British depot ship Thiepval has gone to Hitokappu.—Reuter.

TEASERS.



—A Box of Candy

Suppose the box of chocolates shown in the drawing were offered to you with the invitation, "Take three at least, and take good big ones." And suppose that you like chocolates and decided to accept the invitation. Which three would you take? Make your choice quickly, in about ten seconds—because that would be all the time you would have if an actual candy box were set before you. Do not mislead them, make a quick choice. Then try it on your friends. This "teaser" will be checked tomorrow.

Thursday's Teaser.

In getting out of the maze route 1 is the shortest, 2 is second, 3 third, 4 fourth and 5 is the longest. To estimate 1 as the best, any out is rated "very good." 2 is good, 3 average, 4 and 5 poor.

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A THOUGHT FOR TO-DAY.

My health is my greatest asset and the sustenance of good health almost entirely depends upon functional regularity. Therefore it is wise always to keep at hand a mild laxative and liver regulator such as Pinkettes.



for use, when necessary, to prevent constipation, dispel bilious attacks and sick headaches, to keep the skin clear and the breath sweet. In short Pinkettes, obtainable at chemists, or post free, 60 cents the trial, from the Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

KEEP ME WELL.

Four hours after marriage they told her that she was no wife — half an hour later she found herself a widow!

Follow the trail of Lady Flavia Desmond from Paris to the wilds of Rhodesia. See her in man's attire starting life afresh. Enjoy the stirring denouement that gives her back her girlhood and the love of the man she has rescued from the depths.

These are but a few of the high spots of

"PONJOLA"

A First National Attraction & A Big Picture

Showing To-day At

THE CORONET

The wise hostess serves
Dairy Farm Ice Cream;

The all important and most delightful
Summer delicacy.

Week-end Special

"Victoria" Ice Cream
Mango flavour.

Other popular flavours also obtainable.

The Dairy Farm Ice & Cold Storage Co., Ltd.

See the most fearless woman in the world stalk
a herd of African elephants across the plains!

MR. & MRS. MARTIN JOHNSON'S

**Trailing African
Wild Animals**

The world's most perilous camera expedition.

MUSIC ALBUMS

STEEL GUITAR SOLOS
UKULELE SOLOS
FLUTE SOLOS
'CELLO SOLOS
VIOLIN SOLOS
SONGS OF HONOLULU
ETC. — AT

ANDERSON'S

Wm. Powell Ltd.
Telephone C. 3146



A LARGE SELECTION
OF SMARTEST
BATHING SUIT
STYLES FOR
MEN.

Remarkable for the
PURITY and QUALITY of
their fabrics, colouring
and design, and for their
perfection of FIT and
COMFORT giving features.

Stocked in all sizes in Cotton and Wool
from \$6.50. Pure Wool \$10.50 to \$12.50.
English A.S.A. Styles, from.....\$2.00.

BATH SLIPPERS—BATH GOWNS
LINEN HATS.

Call and inspect them or if preferable, a selection will
be sent willingly on approval.

Wm. Powell Ltd. Gentlemen's Department
Hongkong Hotel Buildings.

**EXSHAW'S
BRANDY**

VERY OLD LIQUEUR
AND
NO. 1

SEALED AT THE TOP—
WIRED ALL ROUND—
IS WORTH PROTECTING.

CALDBECK MACGREGOR & CO., LTD.
TEL. 75 CENTRAL.

**ASAHI BEER**

BREWED BY

**DAI NIPPON BREWERY
Co., Ltd.**

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.
HONGKONG.

Now is the winter of the Pipe Smoker's content.
As the Government will not reduce the Duty
on Tobacco, we have reduced our prices for
the following Brands:

Skippers	...	\$1.20
Pinnacle Navy Cut	...	\$1.20
B.D.V. Mixture	...	\$1.30
Cordangan	...	\$1.50
Boardman's, Chairman Recorder, John Cotton, Barney's, Parson's Pleasure, Punch Bowl, Army Mix- ture all to	...	\$1.30
Ardath	...	\$1.40
Variadis Egyptian Cigarettes	...	\$1.40
reduced to non plus ultra	...	\$1.40
La France	...	\$1.40
Dames	...	\$1.40
Superfines	...	\$1.30

THE HONGKONG CIGAR STORE, LTD.
Alexander Building



New Shirts

Made of finest French Print in neat Stripes of Blue, Black and Mauve. Two soft Collars to match each Shirt.

\$8.50

all sizes, 14, to 17½ inches.

Mackintosh
& CO., LTD.

Men's Wear Specialists,
Alexandra Building,
Des Voeux Road.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts	Heath Sextants, Night Glasses etc.
Kelvin Navigational Instruments	Stanley Drawing Instruments
Ross London Telescopes & Binoculars	Watts, Theodolites, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the **House of Quality.**

Established - - - - - 1855

HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting
qualities make it the ideal wall covering for your home
or office.

Handled by all Contractors and Painters.

Write for our Brochure on "How to decorate your
Home" to

William C. Jack & Co., Ltd.

Sole Agents.

HONGKONG & SOUTH CHINA

THE LATEST MODEL LADIES'

Spring Hats

are Smarter Than Ever.

Prices Reasonable.

LARGE RANGE of NEW
FLOWERS.

YEE SANG FAT CO.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best
production in Bathing Caps—and are offering same
at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. Central No. 1877.

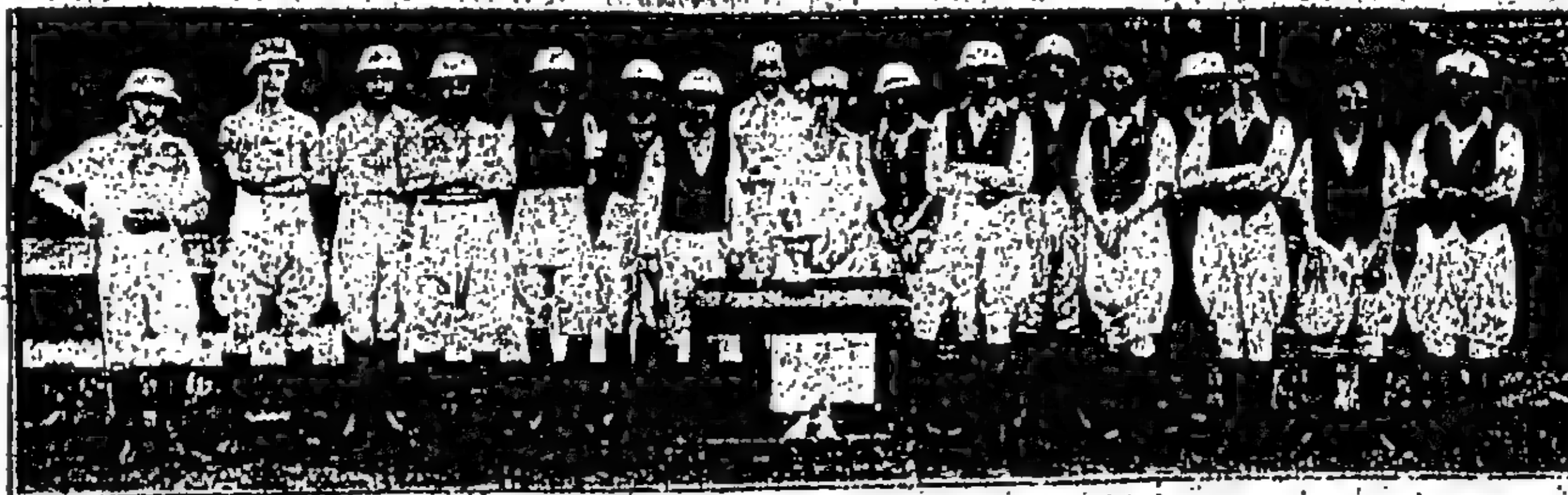
Tel. Central No. 1877.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

25, WING WOO ST
Central.



Lady Stubb's and polo teams who competed for her cup. (Photo: Ming Yuen.)



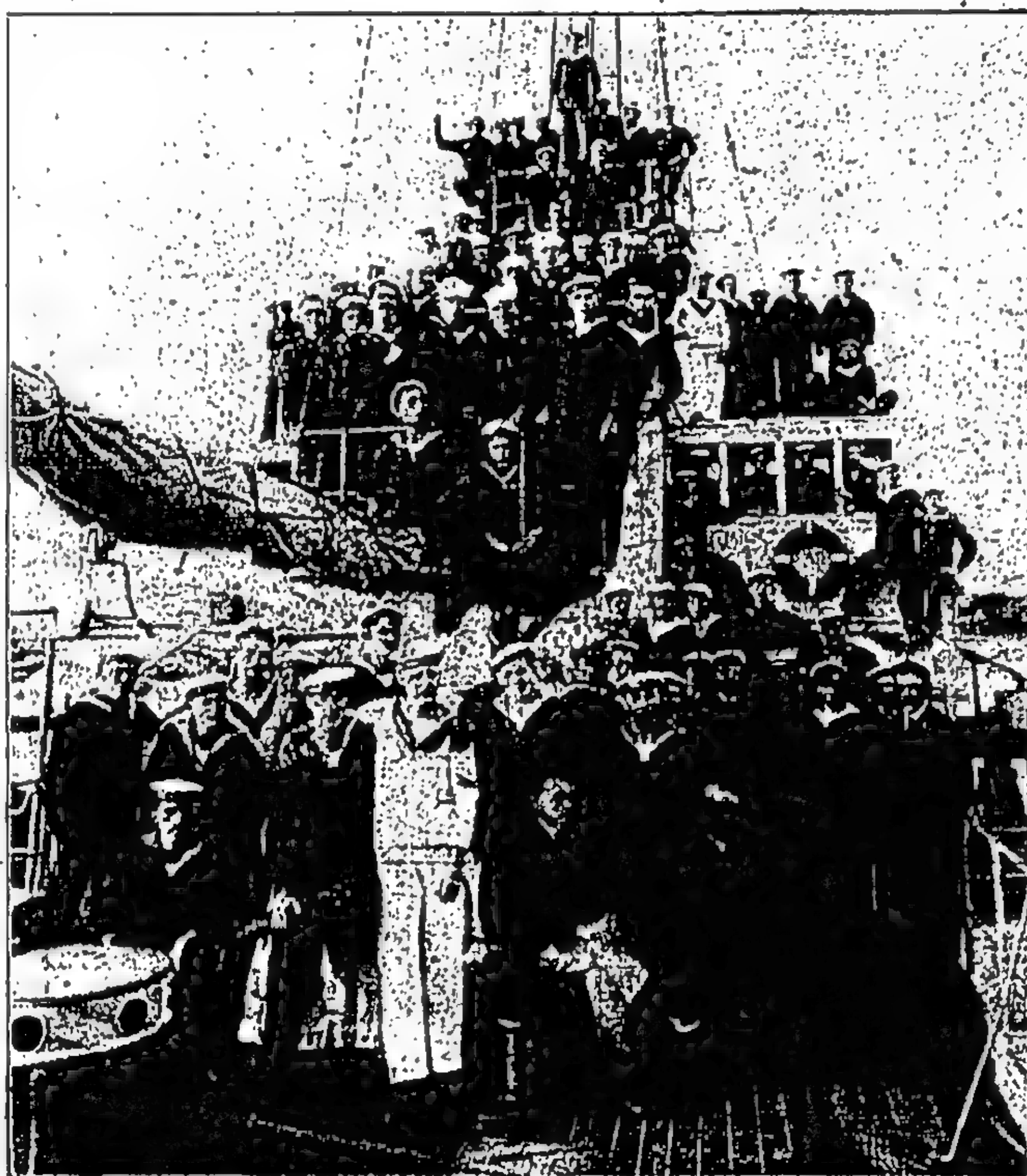
Warblington snapped in his match with Honda. (Photo: Ming Yuen.)



H.M.S. Titania team, winners of Junior League and Junior Shield. (Photo: A. Hing.)



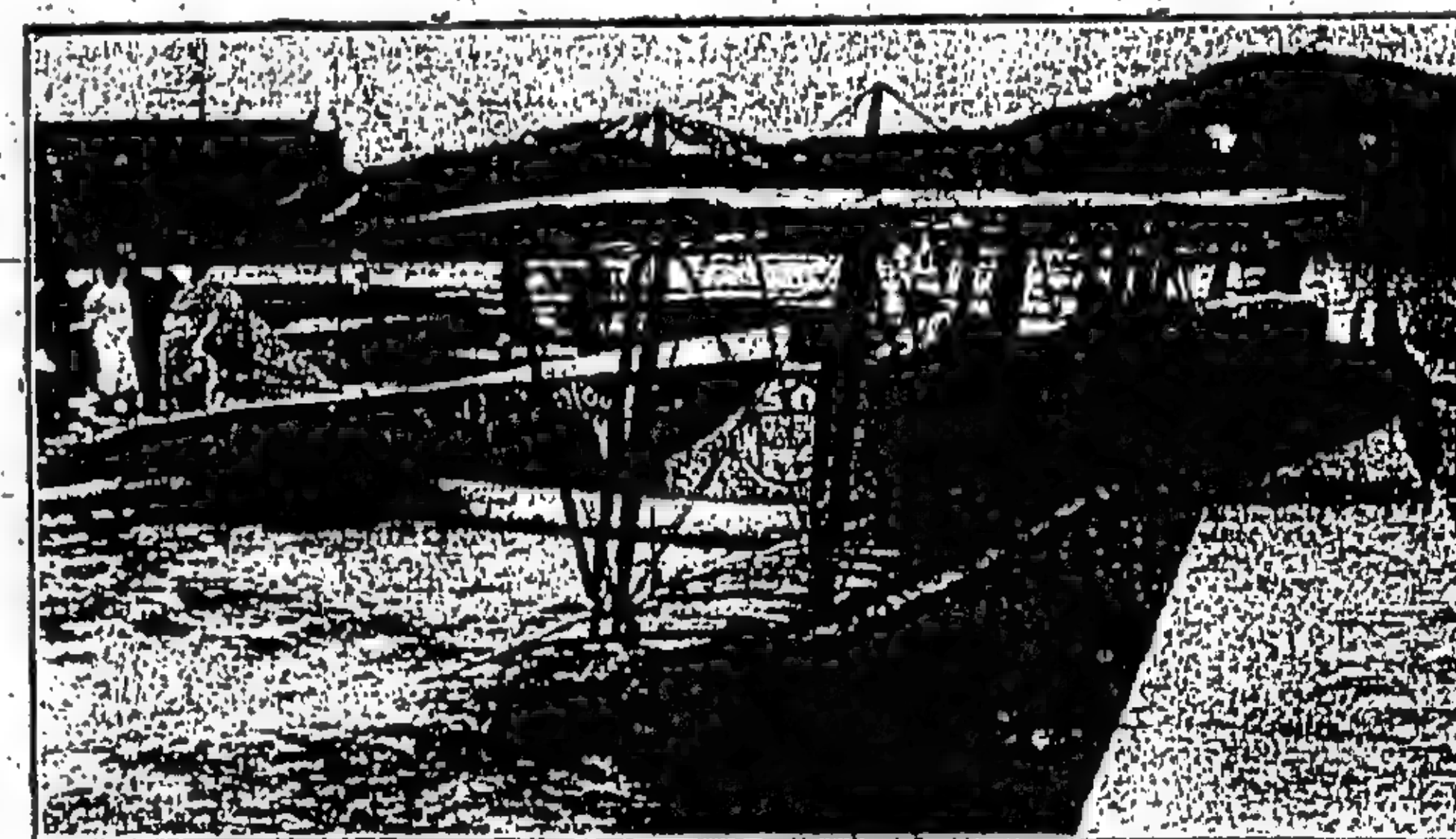
Honda making a characteristic drive. (Photo: Ming Yuen.)



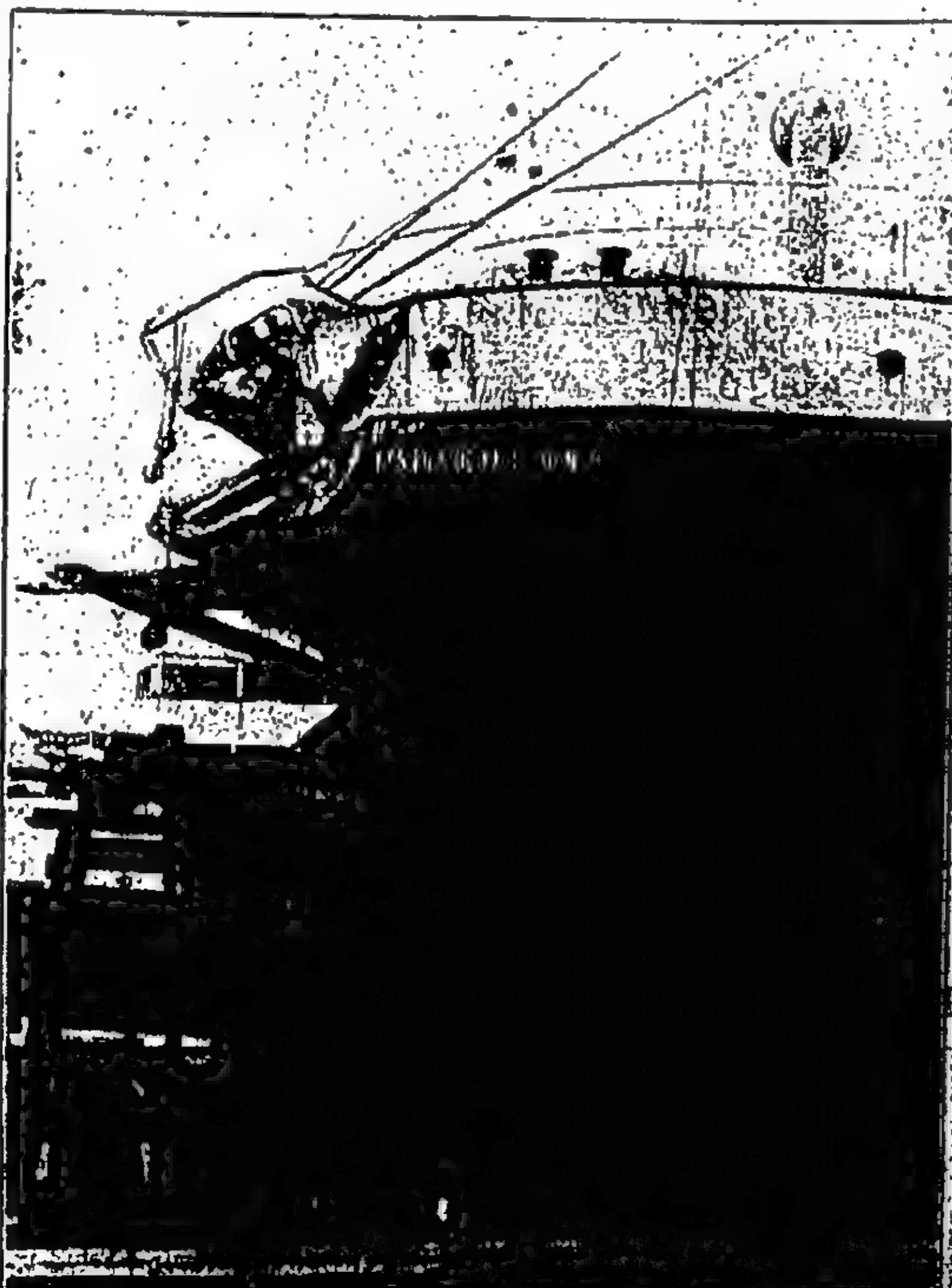
Foreign sailors being entertained on Portuguese gunboat Patela at Shamsan.



The Hong Fours at the Yacht Club regatta. (Photo: Ming Yuen.)



Mr. Abbott's aeroplane after its accident at Kowloon on Sunday.



Damage suffered by Las Vegas Paul Dromier in collision with Paul Mote.



Paul Mote, champion of the 100 yds. race. (Photo: Ming Yuen.)





Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MIZAPORE	6,715	15 May. noon	S'pore, Colombo & Bombay
PLASSY	7,426	17 May. noon	M'les, London & Antwerp
KASHMIR	8,963	24th May.	M'les, London & Antwerp
NAGPORE	5,283	27th May.	Singapore, Colombo, Bombay
KHIVA	9,097	31st May.	M'les, London & Antwerp
ALIPORE	5,273	9th June.	S'pore, P'ang, C'ho & B'bay
SICILIA	6,813	13th June.	S'pore, P'ang, C'ho & B'bay
KASHGAR	8,840	14th June.	M'les, London & Antwerp
SOUDAN	6,696	23rd June.	S'pore, P'ang, C'ho & B'bay
MOREA	10,911	28th June.	M'les, London & Antwerp
KARNATA	9,098	12th July.	S'pore, P'ang, C'ho & B'bay
SICILIA	6,813	22nd July.	M'les, London & Antwerp
MAIWA	10,941	26th July.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	30th May	S'pore, Penang & Calcutta
TORILLA	5,205	13th June	S'pore, Penang & Calcutta
TALMA	10,000	18th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	28th May	Manila, S'kan, Thursday Is.
ARAFURA	6,000	2nd July	Townsville, B'bane, Sydney
ST. ALBAN	4,500	30th July	Melbourne.

Frequent connection from Australia with the following:-
The Union S.S. Company's steamers to London via New Zealand, Vancouver, etc.
The P. & O. Royal Mail steamers to London via the Cape
The P. & O. Branch service of steamers to London via the Cape
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SICILIA	6,813	16th May.	Shanghai
KASHGAR	8,840	17th May.	Shanghai, Moji & Kobe
TORILLA	5,205	24th May.	Moji & Kobe
TALMA	10,000	30th May.	Moji & Kobe
MOREA	10,911	30th May.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

12, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAPP	17th May.	GLENGARRY	7th June.
CARMARTHENSHIRE	30th May.		
CARNARVONSHIRE	12th June.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
CHANGSHA	23rd May.	28th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America U. S. \$405, G. \$420, G. \$440.

SHIDZUOKA MARU ... Wednesday, 14th May, at 11 a.m.

YOKOHAMA MARU ... Wednesday, 28th May at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUBA MARU ... Wednesday, 21st May.

KASHIMA MARU ... Wednesday, 4th June.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

TAJIMA MARU ... Tuesday, 13th May.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Monday, 26th May at 11 a.m.

TANGO MARU ... Wednesday, 18th June at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOKAOKA MARU ... Friday, 13th June.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First half July.

BOMBAY via Singapore & Colombo.

NAGATO MARU ... Saturday, 10th May.

HAKODATE MARU ... Friday, 23rd May.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Tuesday, 20th May.

MUROHARA MARU ... Thursday, 29th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 15th May.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU ... Sunday, 11th May.

TAMBA MARU ... Monday, 12th May.

AWA MARU (Omitting S'hai) ... Wednesday, 14th May.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sailing on or about 3rd June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "SILVIO PELLICO"	Sails about	1st June.
S.S. "NIPPON"	Sails about	3rd June.
S.S. "GERANIA"	Sails about	20th June.
S.S. "ROSANDRA"	Sails about	3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NUMIDIA"	Sails about	11th May.
S.S. "ASSUA"	Sails about	4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about	7th June.
S.S. "SILVIO PELLICO"	Sails about	4th July.
S.S. "NIPPON"	Sails about	8th July.
S.S. "ROSANDRA"	Sails about	7th Aug.

Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sailing about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

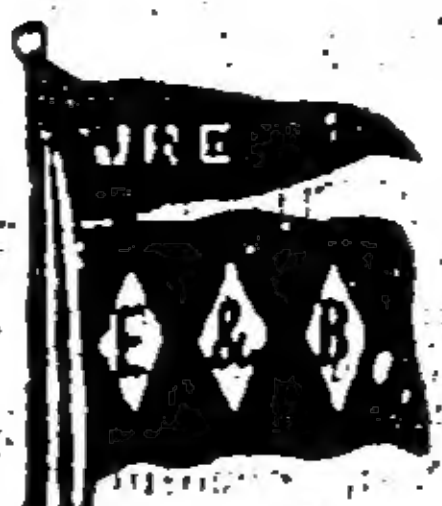
DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

Kelms. 13th May London, Rotterdam & Hamburg

City of Athens 13th June M'les, London, R'can & Hamburg

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 7th Dec. Marseilles, London, etc.

PASSENGER SERVICE.

Single 1st Class A £62, B £84. 2nd Class A £52, B £56.

Return 1st Class A £101, B £147. 2nd Class A £108, B £96.

Cargo Steamer's Saloon Passage £62.

For further particulars apply to

HOLYOAK HASSBY & CO. LTD. THE BANK LINE, LTD.

CANTON.

Tel. Centr. 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA via Amoy	Suisang	Sat. 10th May at 3 p.m.
SHANGHAI via Swatow	Loosang	Sun. 11th May at 7 a.m.
STRAITS & Calcutta	Laisang	Mon. 12th May at 3 p.m.
BANGKOK via Swatow	Chakasang	Tues. 13th May at 1 p.m.
T'AO via S'hai & Shai	Kwongsang	Wed. 14th May at 7 a.m.
HAIPHONG via Hoihow	Cheongsang	Thurs. 15th May at 10 a.m.
SHANGHAI via Swatow	Yatsang	Fri. 16th May at 7 a.m.
BANGKOK via Hoihow	Chunsang	Fri. 16th May at 10 a.m.
MANILA	Yuensang	Sat. 17th May at 11 a.m.
TIENSIN	Chipsang	Sat. 17th May at noon.
SHANGHAI via Swatow	Taisang	Sun. 18th May at 7 a.m.
T'AO via S'hai & Shai	Tungsang	Wed. 21st May at 9 a.m.
STRAITS & Calcutta	Namsang	Wed. 23rd May at 3 p.m.
SANDAKAN	Mausang	Sat. 24th May at 2 p.m.
KOBE via S'hai & Moji	Fooksang	Sun. 25th May at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Monday, 12th May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong ... Ellis Walker	FRI.	9th May at 4 p.m.
Haiphong ... W. S. Turnbull	TUES.	13th May at 1 p.m.
Haiphong ... W. C. Passmore	FRI.	16th May at 5 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on May.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574 York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for S'hai & Japan	Pro. Sailings from Hongkong for M'les
CHAMBORD	—	—	11th May.
PAUL LECAT	—	—	18th May.
ANDRE LEBON	—	—	25th May.
AMBOISE	10th Apr.	12th May.	8th June.
CHANTILLY	24th Apr.	26th May.	22nd June.
ANGERS	8th May.	9th June.	6th July.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)

1st. Class £25.0.0 B. Class £23.0.0

2nd. Class £18.0.0 Steamers 2nd. Class £16.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIJNE COMMERCIALES (CARGO-BEATS)

S.S. and Dunkirk loading for Havre, Antwerp

S.S. "SLIKIANO" from Dunkirk, London, Havre is due to arrive about end May.

For full particulars apply to:

Messageries Maritimes Co. 12, Queen's Building.

Telephone Central 744.

CONSIGNEES.



The Steamship

"WEST HIMROD"

having arrived from Seattle, via ports on 3rd. May. 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 9th. May, 1924 by the Company's Surveyors Messrs. Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 10th. May. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents.

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, 3rd. May, 1924.

</

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REFULSE BAY HOTEL: PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL;
GRAND HOTEL KALEE: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
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FRANK L. COOKE, Proprietor.

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ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA
J. WITCHELL,
Manager."

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DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
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THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

QUEEN'S THEATRE

PLEASURE HOUSE DE-LUXE

Commencing May 9th to 12th

at 5.15 & 9.15 p.m.

IRENE CASTLE

IN

"SLIM SHOULDERS"

IN 7 PARTS

A Panorama of the playground of the Rich

A dancing interlude of charm

"The Unfortunate Girl"

at 2.30 and 7.15 p.m.

(A Marvellous Chinese Production)

BOOKING AT THE THEATRE

Charming Dancing Entertainment will begin on

May, 10th to 14th by

"OLYMPIA FOLLIES".

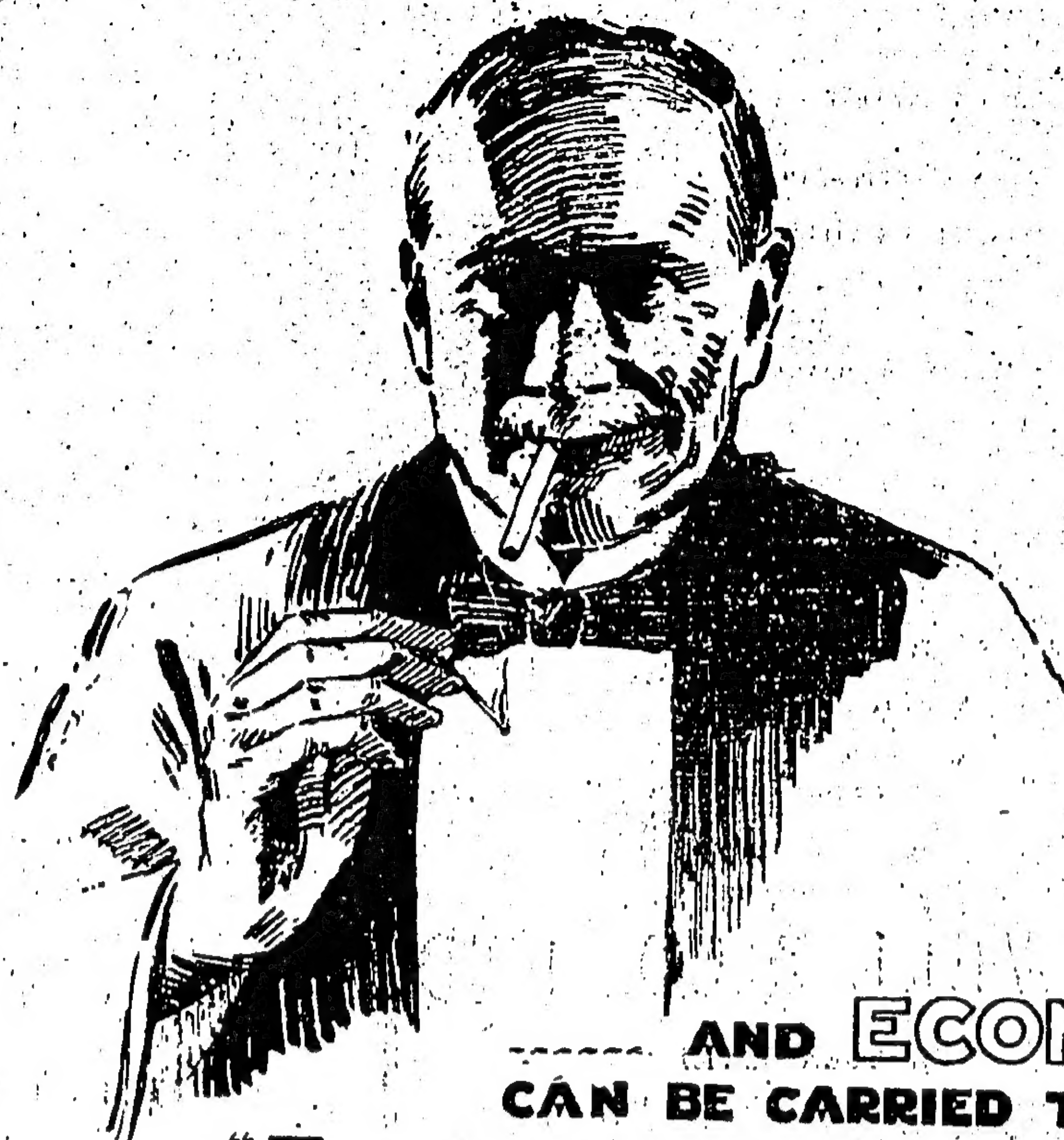
See the most fearless woman in the world stalk
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The world's most perilous camera expedition.

QUALITY IS
OFTEN EXPENSIVE



AND ECONOMY
CAN BE CARRIED TOO FAR.

In "Three Castles" CIGARETTES
THE TWO ARE HAPPILY COMBINED

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MARCONI VALVES.

MADE AT THE OSRAM LAMPWORKS

800 HOURS USE FROM ONE DRY CELL
FILAMENT CURRENT 0.06 amps.

THE G. E. C. OF CHINA, LTD.

Telephone
518.

Queen's Buildings,
Hongkong.

"THE QUANTS."

TO-NIGHT AT KOWLOON.

Kowloon amusement-seekers will hardly require a reminder that "The Quants" are giving the first performance of their far-well Kowloon season in the Star Theatre this evening, as this popular Company are already very well known in the Colony as one of the brightest and cleverest bands of entertainers touring the Far East.

To-night "The Quants" offer "Wanted a Smile," a very happy little production which is sure to delight and charm the audience and at the same time set the standard for their subsequent performances in the Star Theatre next week.

Booking is at Messrs. Moutrie's and at the Star Theatre.

INDIAN MAGIC AT WEMBLEY.
An Indian theatre, in which the "mango tree" trick, the basket trick and possibly the Indian rope trick will be performed, has been erected at the British Empire Exhibition.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, Hongkong.
3rd Sunday after Easter, 11th May, 1924. 8 a.m. Holy Communion (Choral). 11 a.m. Matins and Sermon. Preacher: Rev. R. R. Churchill, R.N. 6 p.m. Evensong and Sermon.

Wesleyan Methodist Church, Queen's Road East, opposite Royal Naval Hospital, Wanchai.
Sunday, 11th May, 1924. 10.15 a.m. Divine Service and Naval and Garrison Church Parade. Hymns and Chant, "O love of God," Jubilate, Children's hymn, "Give to the winds thy fears," "I heard the voice of Jesus," Subject:—"The Promise of Rest." 6.00 p.m. Short Evening Service. Hymns: "Eternal Light," "Talk with us Lord," "Father, Son and Spirit hear," "When the weary seeking rest," "Saviour breathe an evening blessing," and "Vesper Subject:—"Yoke-fellows of Jesus." Preacher: Rev. C. Clouston.

Perri, Hon. Chaplain to the Forces, Sailors' and Soldiers' Home, Arsenal Street, 8.15 p.m. Chaplain's Meeting and Social Hour. Speaker, Capt. A. J. Holland and Soloist Mrs. Holland.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

BILLIARDS AS BANE OF BOYS.
"The pernicious influence of billiards halls on boys" was mentioned at Northampton Licensing Sessions. It was said that a boy of 15, recently convicted for theft, had been addicted to billiards. The chief constable added that as many as 68 boys under 16 visited a billiards hall in one night. On an average these boys played six to ten games weekly at a cost of 1s. to 1s. 6d. an hour. The Bench decided to issue a general warning to holders of billiards licences to show greater care in the admission of youths.

AMUSEMENTS

TO-DAY till TUESDAY

at 2.30, 5.15, 7.15 & 9.15 p.m.

ANNA Q. NILLSON

IN

"PONJOLA"

BUSTER KEATON IN CONVICT 13

THE CORONET

STAR THEATRE KOWLOON.

Commencing TO-NIGHT at 9.15.

WELCOME RETURN VISIT

R. B. SALISBURY In THEATRICAL ENTERPRISES. Conjunction with Presents

R. B. SALISBURY'S LONDON COMEDY COMPANY

"The QUANTS"

In the Latest London Comedy Successes. With the original costumes and scenery from The Little Theatre, London.

TONIGHT, May 10th "WANTED A SMILE."
TOMORROW, May 11th "THE BEGGAR'S OPERA."
MONDAY, May 12th "Underground to Anywhere."
TUESDAY, May 13th "NINE O'CLOCK REVUE."

Farwell Performance

WEDNESDAY, May 14th "POT-POURRI."

Popular Prices \$3, \$2 and \$1.

Booking at Moutrie's and The Star.

SPECIAL PICTURE MATINEE

TO-DAY at 5.30

HERBERT RAWLINSON In "CLEAN UP."

TOMORROW SUNDAY at 6 p.m.

JACK HOXIE in "THE MAN FROM WYOMING."

WORLD THEATRE

Des Vœux Road, Central

7th. Wednesday, to 10th. Saturday
at 5.15 p.m. & 7.15 p.m.

THE MOST STARTLING and
AMAZING REVELATION OF
MODERN DOMESTIC LIFE

DERELYS PERDUE &
GRACE DARMOND

IN

"DAYTIME WIVES"

Usual Prices. Booking at the Theatre.



Have you been affected by any distressing symptoms of eyesight? Have you been tormented with all sorts of remedies and have been given over to painful anxiety?

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